

AGENDA

Commuter Rail Committee Meeting

March 22, 2007

9:00 a.m.

Location

SANBAG Office
Super Chief Conference Room
1170 West 3rd St., 2nd Fl.
San Bernardino, CA

Commuter Rail Committee Membership

Chair

Mayor Pro Tem Patricia Gilbreath
City of Redlands

Mayor Robert Christman
City of Loma Linda

Vice Chair

Mayor Pro Tem Lee Ann Garcia
City of Grand Terrace

Mayor Paul Eaton
City of Montclair

Mayor Kelly Chastain
City of Colton

Mayor Patrick Morris
City of San Bernardino

Mayor Pro Tem Diane Williams
City of Rancho Cucamonga

**San Bernardino Associated Governments
County Transportation Commission
County Transportation Authority
Service Authority for Freeway Emergencies
County Congestion Management Agency**

Commuter Rail Committee Meeting

**March 22, 2007
9:00 a.m.**

Location: SANBAG Office, 1170 West 3rd St., 2nd Fl., San Bernardino

R.S.V.P. by Tuesday, March 20th to Daylene at (909) 884-8276

CALL TO ORDER

(Meeting Chaired by Mayor Pro Tem Patricia Gilbreath)

- I. Attendance
- II. Announcements
- III. Agenda Notices/Modifications - Daylene Burris

1. Possible Conflict of Interest Issues for the Commuter Rail Committee Meeting of March 22, 2007 Pg. 5

Note agenda item contractors, subcontractors and agents, which may require member abstentions due to conflict of interest and financial interests. Committee Member abstentions shall be stated under this item for recordation on the appropriate item.

Notes/Actions

Consent Calendar

2. Commuter Rail Committee Attendance Roster Pg. 6

A quorum shall consist of a majority of the membership of each Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

Discussion Items

3. Proposed Station at Highgrove on the Metrolink Inland Empire/Orange County Line Pg. 8

Decline participation in the development and operation of a Metrolink Station in the Highgrove area on the Metrolink Inland Empire/Orange County Line.

4. San Bernardino County Passenger Rail Fiscal Year 2008 - 2012 Short Range Transit Plan (SRTP) Pg. 18

Adopt the San Bernardino County Passenger Rail Fiscal Year 2008 – 2012 SRTP.

5. Proposed Fiscal Year 2007/2008 Commuter Rail Program Tasks and Budgets Pg. 26

Review and provide direction relative to the proposed Fiscal Year 2007/2008 Tasks and Budgets for the Commuter Rail Program.

6. Surplus of Miscellaneous Parcels Acquired as Part of the Redlands Subdivision Purchase of March 1993 Pg. 47

Direct staff to begin the process of disposal of miscellaneous parcels of Redlands Subdivision in accordance with California Government Code Sections 25363 and 25526.

7. Approve Second Option of Contract 04-001 with Schiermeyer Consulting Services Pg. 57

Approve the second extension option of Contract 04-001 Schiermeyer Consulting Services for passenger rail planning services in the amount of \$201,756.20 as specified in the Financial Impact Section.

Discussion Items Continued....

8. Report on the NASCAR Auto Club 500 Chartered Train Service Pg.66

Receive Information

Public Comments

9. Additional Items from Committee Members

10. Brief Comments by the General Public

Additional Information

Acronym List

Pg. 68

ADJOURNMENT

Complete packages of the SANBAG agenda are available for public review at the SANBAG offices. Staff reports for items may be made available upon request. For additional information call (909) 884-8276.

Meeting Procedures and Rules of Conduct

Meeting Procedures

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at 1170 W. 3rd Street, 2nd Floor, San Bernardino at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed at the SANBAG offices located at 1170 W. 3rd Street, 2nd Floor, San Bernardino and our website: www.sanbag.ca.gov.

Agenda Actions – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

Closed Session Agenda Items – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

Agenda Times – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

Public Comment – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still apply.*

Disruptive Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 1

Date: March 22, 2007

Subject: Information Relative to Possible Conflict of Interest

Recommendation*: Note agenda items and contractors/subcontractors which may require member abstentions due to possible conflicts of interest.

Background: In accordance with California Government Code 84308, members of the Board of Directors may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Contractor/Agents	Subcontractors
7	04-001	Schiermeyer Consulting Services <i>Carl Schiermeyer</i>	N/A

Financial Impact: This item has no direct impact on the 2006/2007 Budget.

Reviewed By: This item is prepared monthly for review by the Board of Directors and policy committee members.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs

Approved
Commuter Rail Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors.

In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:

The San Bernardino County Transportation Commission, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.

The San Bernardino County Transportation Authority, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.

The Service Authority for Freeway Emergencies, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.

The Congestion Management Agency, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.

As a Subregional Planning Agency, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.

Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.

COMMUTER RAIL COMMITTEE ATTENDANCE ROSTER – 2007

Name	Jan.	March	May	July	Sept.	Nov.
Pat Gilbreath	X					
Lee Ann Garcia	X					
Kelly Chastain (Appointed February 2007)						
Robert Christman	X					
Paul Eaton						
Patrick Morris (Appointed May 2006)	X					
Diane Williams	X					

Commuter Rail Meetings are held on odd months

COMMUTER RAIL COMMITTEE ATTENDANCE ROSTER – 2006

Name	Jan.	March	April	July	Sept.	Oct.	Nov.
Pat Gilbreath	X	X	X	X	X	X	X
Lee Ann Garcia	X			X		X	X
Paul Biane	X						
Robert Christman	X	X	X	X		X	X
Paul Eaton	X	X	X	X	X	X	X
Patrick Morris (Appointed May 2006)						X	X
Alan Wapner (Appointed May 2006)					X		X
Diane Williams	X	X	X	X	X	X	X

Commuter Rail Meetings are held on odd months

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 3

Date: March 22, 2007

Subject: Proposed Station at Highgrove on the Metrolink Inland Empire/Orange County Line

Recommendation:* Decline participation in the development and operation of a Metrolink Station in the Highgrove area on the Metrolink Inland Empire/Orange County Line.

Background: This item was presented to the Commuter Rail Committee on January 18th. Committee member Garcia requested and received a continuance in order to further study information presented by community representatives. The following information is essentially the same as that provided in January. Additional information is shown in bold italicized type.

Community representatives supporting the development of a Metrolink station in the Highgrove area adjacent to the Burlington Northern Santa Fe (BNSF) San Bernardino Subdivision have appeared before the SANBAG Board and the SANBAG Commuter Rail Committee over the past several months. The Highgrove station supporters have been seeking a joint funding commitment from SANBAG and the Riverside County Transportation Commission (RCTC) to acquire a 35-acre parcel bounded by the BNSF tracks, Citrus Street, Spring Street and Villa Street. Due to the location of the proposed station, approximately 0.5 miles south of the county line, many feel that a cooperative effort between the two county transportation commissions is needed.

*

Approved
Commuter Rail Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

On December 11th SANBAG received a letter from RCTC (Attachment 1) seeking a clear indication of SANBAG's position on a Highgrove station including how such a station might contribute to our passenger rail program and if there would be interest in financially supporting the construction and on-going operations cost should a station be constructed there.

Before getting into the potential merits of a cooperative approach and the proposed location, it is beneficial to understand several issues that need to be considered. Is there currently a sufficient level of commuter trains or the potential to substantially increase the number of trains to warrant another station between San Bernardino and Riverside? Would there be a sufficient number of riders using the existing and/or future level of trains? How would station construction cost and on-going station security and maintenance cost be handled? And perhaps most importantly, is there revenue available in the SANBAG passenger rail program for SANBAG to participate financially for the proposed station?

Existing and Potential for Increased Commuter Train Service between San Bernardino and Riverside.

The only weekday commuter train service operating between San Bernardino and Riverside is the Metrolink Inland Empire/Orange County (IEOC) line. During the weekends limited service is provided with the IEOC and San Bernardino lines. Under the current agreements with BNSF, SCRRA is limited to four round trips a day between San Bernardino and Riverside. During the weekday the existing service is comprised of three trains departing San Bernardino during the a.m. peak period (4:55a, 5:26a and 6:02a), one round trip off-peak (10:50a arrival and 11:25a departure), and three trains arriving in San Bernardino during the p.m. peak (5:45p, 6:29p and 7:10p). From Riverside south into Orange County there are eight round trips (16 trains) per week day. On the weekend two IEOC trains depart San Bernardino (7:30a and 8:55a) and two arrive in the evening (5:20p and 7:00p) and two San Bernardino line trains depart Riverside (6:30a and 1:00p) and arrive in afternoon and evening (3:30p and 9:55p). The level of weekday service operating between San Bernardino and Riverside is by far the lowest level of train service on any Metrolink line. For example, there are thirty-four (34) and twelve (12) daily trains respectively on the San Bernardino and Riverside lines.

Pursuant to the existing operating and capital improvement agreements with BNSF additional train moves between San Bernardino and Riverside can only occur once the Colton Crossing (railroad to railroad grade separation) and a third track between Highgrove and Rana have been constructed. The preliminary cost estimates for these two projects are \$147 million for the Colton Crossing and \$10

million for the third track project. Even after that extensive capital investment, which today is not funded, SCRRA would be allowed to operate only two more trains between San Bernardino and Riverside.

While RCTC has amended their agreement with BNSF several times over the years to increase the number of trains allowed between San Bernardino and Riverside – principally to accommodate the proposed service on the Perris Valley line, there is a dispute over the interpretation of those amendments. The dispute is the subject of an arbitration matter that is expected to conclude sometime in January 2007.

As expressed in the draft SCRRA 30-Year Strategic Assessment, there is interest on the part of SANBAG, RCTC and the Orange County Transportation Authority (OCTA) to increase the number of trains operating on the IEOC line as well as the Perris Valley line. In fact, SANBAG would certainly like to see all of the IEOC trains begin and end in San Bernardino.

With the limited number of trains currently operating between San Bernardino and Riverside coupled with the significant capital investment required just to add two trains, the uncertainty of the results of the RCTC/BNSF arbitration, and the probability and timeliness of renegotiating existing agreements with BNSF to allow for a substantially higher level of passenger train service, it would appear as though investing in a new station at Highgrove might be premature.

Ridership Estimates for a station at Highgrove

RCTC retained the firm of Wilbur Smith and Associates, the same firm used by SCRRA for estimating ridership for the draft SCRRA 30-Year Strategic Assessment, to develop an estimate of ridership at a proposed Highgrove station. The forecast of morning peak train boarding at a Highgrove station is compared with other station activity for Metrolink lines serving San Bernardino County in the table below. The forecasted volume of morning boardings at the proposed Highgrove station is pretty low compared to other Metrolink stations located in San Bernardino and Riverside Counties.

Comparison of Metrolink Station A.M. Boardings

Station	A.M. Total Boardings ¹	Peak Trains
Highgrove – IEOC Line	117	3
San Bernardino – IEOC Line	115	8
San Bernardino – SB/LA Line	412	8
Rialto – SB/LA Line	304	8
Fontana – SB/LA Line	357	8
Rancho Cucamonga – SB/LA Line	850	8
Upland – SB/LA Line	480	8
Montclair – SB/LA Line	423	8
East Ontario – RIV/LA Line	351	4

¹IEOC forecast from Wilbur Smith, all other station information from SCRRA Oct. 2006

The forecast of total daily ridership at the proposed Highgrove station would start at 234 today and could increase from 335 in 2010 with 20 trains operating to 462 (231 individuals) in 2030 with 40 trains operating. But even these forecasts are relatively low when compared to other stations on the San Bernardino and Riverside lines that will also benefit increases in train service over the next twenty years.

As noted above, due to the proximity of the proposed Highgrove station to the San Bernardino/Riverside County Line, it is reasonable to expect that a large percentage of the daily boardings at that station would come from the cities of Colton, Grand Terrace, Loma Linda and Redlands. In fact Wilbur Smith estimates that 72% of the ridership (84) would come from San Bernardino County. As the commuter train volumes increase over time, the county splits become closer to 60% San Bernardino and 40% Riverside. Thus it is understandable that RCTC would like to see a financial contribution from SANBAG should a station in Highgrove be built.

Even considering the higher ridership in 2030 of 462 daily passengers, the volume is not considered large enough to warrant consideration, especially when the forecast of 2030 daily passengers at other San Bernardino County stations will range from 1,380 to more than 5,000.

Station Construction and Operating Cost

Within the Metrolink system, the responsibility of the construction and operation of stations has differed among the five county agencies. For San Bernardino County stations, SANBAG agreed to pay for the basic station construction cost and the first two years of security and maintenance. Beyond that two-year period, the city in which the station is located picks up the responsibility for providing security and maintenance. Whereas in Riverside County, RCTC is responsible for funding the station construction as well as the on-going station security and maintenance cost.

Because RCTC assumes full responsibility of station construction, security and maintenance, they have periodically reviewed the feasibility of constructing a station in the Highgrove area. In the mid-1990's the Highgrove area was being considered for a combined station and train layover facility. But due to operational difficulties and a low forecast of ridership, a decision was made to construct the train layover facility near the Riverside Downtown station. In 1999, RCTC conducted a Tier II Station Survey to assist them in determining the phasing of additional stations. Two stations were selected for further consideration through that process: Main Street, Corona and Van Buren. RCTC suspended development of the Van Buren site when an additional 21 acres became available for expanding the La Sierra station. The North Main Street station in Corona opened in 2002.

The subject of the placement of a station between San Bernardino and Riverside was broached as part of RCTC's consideration of passenger rail service on the Perris Valley line in 2003. At that time, the following three possible locations were considered: one was located on the north side of Main Street in the city of Grand Terrace, a second was located on the south side of Main Street in the unincorporated portion of Riverside County, and the third was the proposed Highgrove site in the city of Riverside. An Ad Hoc Committee formed by RCTC for the Perris Valley line preferred the location in Grand Terrace. The city of Grand Terrace preferred either of the two near Main Street. However, more recently the City has expressed concern over its ability to finance the on-going security and maintenance cost should the proposed station be constructed in their city.

RCTC estimates that the construction cost for a station at Highgrove would be somewhere between \$15 and \$20 million. The construction cost estimates are higher than those typically experienced in San Bernardino County because the station would be required to have platforms constructed on the outside of the main

tracks and those platforms would be connected by a pedestrian over-crossing with elevators on both platforms. In addition to the construction cost, the annual cost of providing security and maintenance at the new station is estimated to be somewhere between \$200,000 and \$250,000.

Assuming that SANBAG's share would be 67% (the average between today and 2030 county of origin), of the construction and annual operating cost, between \$10.05 and \$13.40 million would be needed for station construction cost and between \$134,000 and \$167,500 annually would be needed for station security and maintenance.

The sharing of station construction and on-going station operations cost has not been contemplated in the past. And, while a sound argument could be made that the sharing might be considered in this case, an agreement to do so could open the flood gates for jointly sharing in station construction and operations cost at other locations and with other county agencies.

On January 10th the RCTC Board of Directors voted 24 in favor, 1 opposed, and 1 abstention to decline development of a Metrolink Station in the Highgrove area on the BNSF San Bernardino Subdivision.

Should the SANBAG Board approve a financial participation in the construction and maintenance of a station in the Highgrove area, staff would recommend that such participation be on terms consistent with all other stations constructed in San Bernardino County, i.e., assist in the cost of constructing a basic station and limit the cost of operating to the first two years.

Availability of funds in the SANBAG Passenger Rail Program for a Highgrove Station

As the SANBAG Commuter Rail Committee and Board are fully aware, the initiation of commuter rail service early in the current Measure I Program was accomplished through a combination of using bond proceeds and borrowing from revenue from the Major Projects category. The repayment to the Major Projects category will continue to require that the full portion of commuter rail revenue received each year into FY 2009/2010 will be used for that purpose.

The new Measure I Program (2010 -2040) will begin generating revenue in the 4th quarter of FY 2009/2010. The Expenditure Plan for the extension identified two major projects for which the new Measure I Rail Funds would be used – the extension of the Metro Gold Line to Montclair and the initiation of passenger rail

service between San Bernardino and Redlands. A portion of the new revenue would also be used to support on-going operating subsidies for those two systems.

In 2006 dollars, a total of \$483.6 million in Passenger Rail Funds would be generated over the 30-year period. Of that amount, the Expenditure Plan identifies \$122.5 million for the Redlands and Gold Line capital projects and approximately \$2.1 million per year, or \$73.5 million through 2040, will be needed for operating assistance. In order to advance the Redlands and Gold Line projects on the proposed schedules, starting in Fiscal Year 2011, debt financing will be required. The debt service is expected to add \$10.4 million in cost. Thus about 43% of the Passenger Rail Funds will be committed to the Redlands and Gold Line projects. The remaining balance will be required to support the capital projects contained in the draft SCRRRA 30-Year Strategic Assessment that are needed in order to expand train service on the three lines serving San Bernardino County.

The only way SANBAG could contribute to the capital and operating cost of a new station in Highgrove would be through increasing the debt financing and/or delaying the implementation of either the Redlands or Gold Line services. The Redlands and Gold Line services are expected to generate 11,400 and 2,300 passengers per day respectively – substantially more than the projected daily ridership for the Highgrove station (462 in 2030).

As noted above, should the SANBAG Board approve a financial contribution, it should be limited to only the first two years of operating expenses. Should RCTC seek an on-going financial commitment beyond the first two years, staff would recommend that those cities benefiting from the proximity of a station in the Highgrove area be responsible for any costs beyond the first two years. Under the extension of Measure I, "Local Street Project funds can be used flexibly for any eligible transportation purpose determined to be a local priority, including local streets, major highways, state highway improvements, transit and other improvements/programs to maximize use of transportation facilities".

Conclusion and Recommendation

SANBAG has and will continue to be a regional player with its Metrolink neighboring county agencies. We supported the demonstration of Saturday service on the Riverside line and are supportive of the recent beginning of weekend service on the IEOC line. The major obstacle to growing train service on both the Riverside and IEOC lines is the existing limitation of train movements in the agreements with Union Pacific and BNSF. SANBAG is certainly

supportive of opening negotiations with both railroads and the other Metrolink member agencies in order to gain more train service.

But with respect to financially participating in the construction and operation of a proposed Highgrove station *along with the position the RCTC Board has taken*, staff would have to recommend against it because: 1) the forecast of ridership does not warrant it; 2) our ability to increase the number of trains operating between San Bernardino and Riverside is totally dependent on a re-negotiation with BNSF; 3) there is no identifiable funding immediately available for this project and either debt financing and/or a postponement of the Redlands and Gold Line projects would need to be considered should a decision be made to participate; and 4) defining the Highgrove station as a regional station requiring multiple county agency participation could open the door for similar definitions elsewhere in the Metrolink system, such as the East Ontario and Industry stations on the Riverside line.

On March 13 SANBAG received a letter from the Southern California Association of Governments, dated March 8 (Attachment 2), requesting that SANBAG take no formal action on the proposed Highgrove station until they have completed a feasibility study of the project. The feasibility study is expected to take six months to a year to complete.

Financial Impact: The financial participation of SANBAG in a proposed Highgrove station has not been contemplated in the current year budget or in the Expenditure Plan for the extension of Measure I. Should a decision be made to financially participate in a proposed Highgrove station, *such participation should be consistent with that taken with other Metrolink station cities*, and the issue of debt financing and/or delaying the Redlands and/or Gold Line projects, or reducing the funding for future SCRRA capital improvements necessary to expand service on the other Metrolink lines serving San Bernardino County would need to be considered.

Reviewed By: This item will be reviewed by the Commuter Rail Committee on March 22, 2007.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs



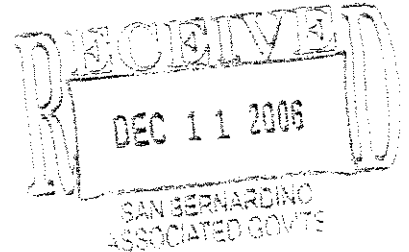
ATTACHMENT 1

**Riverside County
Transportation Commission**

Riverside County Regional Comph
4080 Lemon Street, 3rd Floor • Riverside, California
Mailing Address: Post Office Box 12008 • Riverside, California 92502-2208
Phone (951) 787-7141 • Fax (951) 787-7920 • www.rctc.org

December 7, 2006

Mr. Tony Grasso
Executive Director
San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715



Dear Tony:

I am writing to seek additional information from you regarding the position of San Bernardino Associated Governments (SANBAG) regarding a Metrolink station in the community of Highgrove.

Both of our agencies have been repeatedly contacted by a local resident who has sought a station in the area for more than a decade. During our last RCTC Commission meeting, a number of residents spoke during public comments advocating for such a station. The majority of the residents who spoke mentioned that they were residents of San Bernardino County; in fact one resident is a current member of the Grand Terrace City Council.

Given the location of Highgrove, near the border of our two counties it is my belief, as well the opinion of others on RCTC that a station in this vicinity will require cooperative action between RCTC and SANBAG. We recently conducted a ridership modeling exercise which indicates that if a station is developed in Highgrove, more than two-thirds of the users would most likely be residents of San Bernardino County.

With these factors in mind and the continued interest in the station from the local community, I'm seeking to inquire about SANBAG's interest regarding a potential station. In January, RCTC will present a report to the entire Commission regarding the feasibility of a Highgrove station. This report will include projected ridership and costs, operational issues and the impact of a Highgrove station on long-range commuter plans within the region.

In order to maximize the impact of our report, a clear indication of SANBAG's position on a Highgrove station would be most appreciated. Specifically it would be helpful to understand how a Highgrove station might contribute to SANBAG's commuter rail plans, the level of financial involvement that SANBAG would be interested in contributing for capital and annual operating costs and any input that your agency might provide in terms of the effect of a Highgrove station on overall rail operations including the need to complete Colton Crossing improvements.

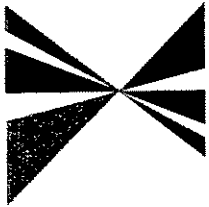
I appreciate your ongoing interest and assistance regarding regional matters, and look forward to your response on this particular issue. Thank you for your consideration, and please do not hesitate to contact me at (951) 787-7141 to discuss the matter in detail.

Sincerely,

Eric Haley
Executive Director

ATTACHMENT 2

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

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Riverside County: Jeff Stone, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

San Bernardino County: Gary Dvitt, San Bernardino County • Lawrence Dale, Barstow • Paul Eaton, Montclair • Lee Ann Garcia, Grand Terrace • Tim Jasper, Town of Apple Valley • Larry McCallon, Highland • Deborah Robertson, Rialto • Alan Warner, Ontario

Ventura County: Judy Mikelis, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: w Correa, County of Orange

March 8, 2007

Tony Grasso
Executive Director
San Bernardino
Associated Governments
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715

Dear Mr. Grasso:

SCAG is initiating a feasibility analysis of a Metrolink Station in Highgrove as it relates to SCAG's Regional Transportation Plan and Growth Forecast. The purpose of this study will be to analyze potential and ascertain the probability of the project's success. We anticipate it will take six months to a year to complete the study with the intent to include any positive results in the non-constrained portion of the upcoming 2007/2008 Regional Transportation Plan.

We request that SANBAG take no formal action on the proposed Metrolink Station in Highgrove until the feasibility study is completed. Please feel free to contact myself or Jessica Meaney at (213) 236-1800, if you have any questions.

Sincerely,

Rich Macias
Manager of Transportation

cc: Hasan Ikhrata, Director of Planning and Policy, SCAG

Ty Schuiling, Director of Planning and Programming SANBAG

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 4

Date: March 22, 2007

Subject: San Bernardino County Passenger Rail Fiscal Year 2008 – 2012 Short Range Transit Plan (SRTP).

Recommendation:* Adopt the San Bernardino County Passenger Rail Fiscal Year 2008 - 2012 SRTP.

Background: SANBAG, acting as the County Transportation Commission, requires each transit agency to prepare a multi-year operating and capital plan (SRTP) every other year. Generally the SRTP provides basic information on the transit services provided, their performance, any needs and deficiencies, and a proposed plan for operations and capital investments covering the next five to six years. The San Bernardino County Passenger Rail SRTP has been prepared by staff with the assistance of our professional services contractor, SCS Consulting.

Summary of the Passenger Rail Operating Plan

Overall the three Metrolink lines serving the San Bernardino Valley continue to perform very well. And while there is interest in expanding service on all three lines, the existing operating agreements with the Burlington Northern Santa Fe (BNSF) and Union Pacific (UP) will not allow for growth on the Inland Empire/Orange County or Riverside Lines. With the expectation that these operating agreements can be amended during the plan period, the SRTP does contain some funding for the expansion of service on these two lines in Fiscal Year 2011/2012.

*

Approved
Commuter Rail Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

Primarily because of the public agency ownership of the railroad over which the San Bernardino line operates, the SRTP does propose growth for this line. Initially, due to a shortage of equipment availability, increases in service are limited to the weekend and off-peak periods. The SRTP calls for implementing four (4) off-peak round trips (8 trains) during the weekday, four (4) round trips (8 trains) on Saturdays and five (5) round trips (10 trains) on Sundays. By Fiscal Year 2010/2011, there should be equipment available to add a peak hour round trip. The ability to actually implement the proposed service expansions on this line will also depend on the willingness of the Los Angeles County Transportation Authority (Metro) to participate in the operating and capital improvements subsidy.

The average weekday ridership for the baseline service on all three lines is expected to increase from 21,218 in Fiscal Year 2006/2007 to 26,669 by Fiscal Year 2011/2012 – reflecting a 25.7% increase. On the average weekday the San Bernardino Line is expected to carry 15,013 by Fiscal Year 2011/2012; an increase of 21.7% over Fiscal Year 2006/2007. The proposed expansion of weekday service on the San Bernardino Line is expected to increase the baseline average weekday ridership by 2,311 for a new total of 17,324. The IEOC Line is expected to carry an average of 6,692 passenger each weekday in Fiscal Year 2011/2012; an increase of 61%. The average weekday ridership for the Riverside Line is expected to be 4,964 by Fiscal Year 2011/2012; an increase of 5%.

The average Saturday ridership on the San Bernardino Line is expected to increase from 3,710 in Fiscal Year 2006/2007 to 5,404 (an increase of 45.7%) in Fiscal Year 2011/2012 with the proposed increase in trains. On Sundays the average ridership is expected to grow from 2,338 in Fiscal Year 2006/2007 to 4,243 (an increase of 81.5%) in Fiscal Year 2011/2012 with the proposed increase in trains.

The average Saturday ridership on the IEOC line is expected to increase from 930 in FY 2006/2007 to 1,027 (an increase of 10.4%) in Fiscal Year 2011/2012. On Sundays the average ridership is expected to increase from 580 in Fiscal Year 2006/2007 to 640 (an increase of 10.4%) in Fiscal Year 2011/2012.

Over the five-year period, the total operating subsidy for the existing Metrolink service (baseline) is expected to total \$39.4 million. In addition to the Metrolink subsidy, SANBAG incurs other operating costs associated with the railroad property it owns. While this amount is expected to decrease as the extent of the trail development continues with the former Southern Pacific Baldwin Park Branch and the agency disposes of property no longer needed for railroad

purposes, there is an increase proposed for the first year of the plan. That increase is related to an agreement reached between SANBAG and the city of Montclair under which SANBAG will reimburse the city for the first two years of maintenance expenses associated with the pedestrian undercrossing and the provision of security at the Montclair Transit Center. These internal expenses are expected to total nearly \$2.1 million over the five-year period.

As noted above, the SRTP does propose an increase in service on the San Bernardino Line as well as some modest funding for possible expansion of the IEOC and Riverside Lines. These additional services will add \$5.8 million to the Metrolink operating subsidy, reflecting an increase of 14.8% over the five-year period. Combined with the baseline service and agency operating costs, the total subsidy required over the five-year period will total nearly \$47.4 million. Valley Local Transportation Funds (LTF) will be used for the operating subsidy.

Table 1 provides a summary of the proposed Passenger Rail Operating Subsidy for the five-year period. This table also displays the proposed annual service increases. Table 2 provides a summary of the Passenger Rail Average Daily Ridership Growth for the five-year period. This table also displays the anticipated ridership growth for the proposed annual service increases.

Summary of Passenger Rail Capital Program

The passenger rail capital program is comprised of two components; 1) basic capital support for Metrolink and 2) new capital projects. Included in the basic capital support is funding necessary for the annual renovation and rehabilitation portion of the Metrolink budget; the agency's share of a new maintenance of way facility and communications improvements; the on-going contribution to the equipment replacement fund; and the final payment to OCTA for its advancement of funds for the mail dock and Keller Yard projects. Over the five-year period the basic capital support will total nearly \$29.8 million.

The new capital projects portion of the plan includes additional funding for parking improvements at the Upland Metrolink Station; additional funding for the Rancho Cucamonga Metrolink Station pedestrian undercrossing, on-going funding for "sealed corridor" improvements to the San Bernardino Line; additional funding for the Metrolink Eastern Maintenance Facility; and for the first time, funding to advance the implementation of the Metro Gold Line extension to Montclair and new passenger rail service between San Bernardino and Redlands.

Absent from this component is funding for the construction of additional known track capacity projects on the San Bernardino and IEOC Lines that are necessary to significantly increase the volume of passenger trains. A reconsideration of funding for these projects must be accompanied by a willingness of other Metrolink member agencies to financially participate in those projects. Should that occur, staff would anticipate using future State Transportation Improvement Program (STIP) funds. Also absent from this component is funding that may be required for either BNSF or UP track capacity improvements as a result of new operating agreements.

It is important to note that because the Redlands Passenger Rail and Gold Line Extension projects both begin construction in Fiscal Year 2010/2011, debt financing will be necessary. And while it is expected that the Redlands project construction will be completed in FY2011/2012, the anticipated completion of construction for the Gold Line is not until 2014/2015. The SRTP identifies a borrowing of \$49 million in Fiscal Year 2010/2011 with an annual debt service of \$7.4 million over an eight-year period. The new capital projects portion of the plan is expected to total nearly \$241.9 million.

Including the basic capital support, the proposed total capital investment over the next five years is \$271.6 million (see Table 3). Traditional FTA funding (Sections 5307 - Fixed Guideway and 5309 - Rail Modernization) will total \$46.1 million or about 17% of the total required. The SRTP anticipates the receipt of \$91.3 million (34% of the total) in FTA New/Small Starts funding for the Redlands and Gold Line extensions. Revenues from the extension of Measure I, including bond proceeds, will total more than \$63.5 million and will be used for the Redlands and Gold Line extension projects. State Transportation Improvement Program (STIP) funds made available through the Public Transportation Account (PTA) will total \$19.6 million, or 7% of the total. The SRTP calls for slightly less than \$11.9 in Congestion Mitigation Air Quality (CMAQ) funds apportioned to the South Coast Air Basin to support the purchase of eight self-propelled passenger rail cars for the Redlands service. A total of \$44 million is expected to be needed for the rail car procurement. Even with the above referenced sources of funding, a considerable amount of local funds will be needed. Nearly \$16 million in State Transit Assistance Funds (STAF), \$13 million in Local Transportation Funds (LTF), and \$3 million in Rail Asset Account will be required.

Financial Impact: The work effort for the development of the San Bernardino County Passenger Rail Fiscal Year 2008 - 2012 SRTP is included in the current year budget task 35207000 - Commuter Rail General. The funding source is LTF - Planning. The

operating and capital subsidy requirement for the first year of the SRTP is consistent with the proposed Fiscal Year 2007/2008 budget under Tasks 37708000 – Commuter Rail Operating Expense and 37908000 – Commuter Rail Capital Expense. The approval of the Fiscal Year 2008 – 2012 Passenger Rail SRTP will result in the authorization to program the proposed five-year operating and capital projects in the Regional Transportation Improvement Program (RTIP) and the approval of federal, state and local funds necessary for operating and capital projects contained in the first year of the plan.

Reviewed By: This item will be reviewed by the Commuter Rail Committee on March 22, 2007.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs

Table 1
(\$=1,000)

San Bernardino Associated Governments
Total Passenger Rail Operating Budget

COST CATEGORY	FY 06/07	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12	5 YR.TOTAL
1. Current Subsidy Budget Inflated	\$ 7,000	\$ 7,280	\$ 7,571	\$ 7,874	\$ 8,189	\$ 8,517	\$ 39,431
2. SANBAG Rail Program	\$ 452	\$ 686	\$ 335	\$ 345	\$ 355	\$ 366	\$ 2,088
Subtotal Base System	\$ 7,452	\$ 7,966	\$ 7,906	\$ 8,219	\$ 8,544	\$ 8,883	\$ 41,518
3. Proposed New Services Subsidy							
a. 1 Off-Peak RT SB - LA	\$ -	\$ 298	\$ 307	\$ 316	\$ 326	\$ 335	\$ 1,582
b. 1 Sunday RT SB - LA	\$ -	\$ 60	\$ 62	\$ 38	\$ 39	\$ 40	\$ 239
c. 1 Off-Peak RT SB - LA	\$ -	\$ -	\$ 298	\$ 307	\$ 316	\$ 326	\$ 1,247
d. 1 Peak RT SB - LA	\$ -	\$ -	\$ -	\$ -	\$ 44	\$ 45	\$ 89
e. 2 Saturday RT SB - LA	\$ -	\$ -	\$ -	\$ -	\$ 119	\$ 123	\$ 242
f. 2 Off-Peak RT SB - LA	\$ -	\$ -	\$ -	\$ -	\$ 596	\$ 614	\$ 1,210
g. 2 Sunday RT SB - LA	\$ -	\$ -	\$ -	\$ -	\$ 119	\$ 123	\$ 242
h. 2 Saturday RT SB - LA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 119	\$ 119
i. 2 Sunday RT SB - LA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 119	\$ 119
j. IEOC & Riverside Future Service Enhancements.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 221	\$ 221
10% Contingency for New Service	\$ -	\$ 36	\$ 67	\$ 66	\$ 156	\$ 207	\$ 531
Subtotal New Service Subsidy	\$ -	\$ 394	\$ 734	\$ 727	\$ 1,715	\$ 2,272	\$ 5,841
Total Subsidy	\$ 7,452	\$ 8,360	\$ 8,640	\$ 8,946	\$ 10,259	\$ 11,154	\$ 47,359

Table 2

San Bernardino Associated Governments Passenger Rail Ridership Growth

Average Ridership	FY 06/07	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12
Weekday San Bernardino - Los Angeles	12,340	12,834	13,347	13,881	14,436	15,013
Weekday Inland Empire/Orange County	4,155	4,571	5,028	5,530	6,083	6,692
Weekday Riverside Line	4,723	4,770	4,818	4,866	4,915	4,964
Total Average Weekday	21,218	22,174	23,192	24,277	25,434	26,669
Saturday San Bernardino - Los Angeles	3,710	3,784	3,860	3,937	4,016	4,096
Sunday San Bernardino - Los Angeles	2,338	2,385	2,432	2,481	2,531	2,581
Saturday Inland Empire/Orange County	930	949	968	987	1,007	1,027
Sunday Inland Empire/Orange County	580	592	603	616	628	640
Total Average Saturday	4,640	4,733	4,827	4,924	5,022	5,123
Total Average Sunday	2,918	2,976	3,036	3,097	3,159	3,222
Proposed San Bernardino Line New Train Services						
a. 1 Off-Peak Round Trip 07/08		300	312	324	337	351
b. 1 Sunday Round Trip 07/08		340	347	354	361	368
c. 1 Off-Peak Round Trip 08/09			300	312	324	337
d. 1 Peak Round Trip 09/10				900	936	973
e. 2 Saturday Round Trip 09/10				680	694	707
f. 2 Off-Peak Round Trip 09/10				600	624	649
g. 2 Sunday Round Trip 10/11					680	694
h. 2 Saturday Round Trip 11/12						600
i. 2 Sunday Round Trip 11/12						600
Proposed IEOC & Riverside Lines New Weekday						
j. Inland Empire Orange County/Riverside Service 11/12						2,000
Incremental Weekday San Bernardino - Los Angeles		300	612	1,536	2,222	2,311
Incremental Weekend San Bernardino - Los Angeles		340	347	1,634	1,734	2,969
Incremental Weekday Inland Empire/Orange County & Riverside						2,000
Weekday San Bernardino - Los Angeles Total	12,340	13,134	13,959	15,417	16,658	17,324
Weekday Inland Empire/Orange County Total	4,155	4,571	5,028	5,530	6,083	6,692
Weekday Riverside Total	4,723	4,770	4,818	4,866	4,915	4,964
Average Weekday Total	21,218	22,474	23,804	25,814	27,656	30,980
Saturday San Bernardino - Los Angeles Total	3,710	3,784	3,860	4,617	4,709	5,404
Sunday San Bernardino - Los Angeles Total	2,338	2,725	2,779	2,835	3,572	4,243
Saturday Inland Empire/Orange County Total	930	949	968	987	1,007	1,027
Sunday Inland Empire/Orange County Total	580	592	603	616	628	640
Average Saturday Total	4,640	4,733	4,827	5,604	5,716	6,430
Average Sunday Total	2,918	3,316	3,383	3,450	4,199	4,883

Table 3
(\$=1,000)

San Bernardino Associated Governments
Capital Improvement Plan
Summary of Total Program

	Total Cost	SB Cost	Funding Sources											Measure	New Start Small Start 5309
			Fixed Guideway 5307	Rail Mod 5309	STAF	Rail Asset	CMAQ	LTF	STIP/ITIP						
Basic Support and SCRRRA Systemwide Projects New Projects	\$ 27,227	\$ 5,462	\$ 1,430	\$ 2,731	\$ 1,301	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	\$ 16,849	\$ 16,849	\$ 2,000	\$ 400	\$ -	\$ -	\$ 2,136	\$ 3,964	\$ 8,349	\$ -	\$ -	\$ -	\$ -	\$ -	
	\$ 44,076	\$ 22,311	\$ 3,430	\$ 3,131	\$ 1,301	\$ -	\$ 2,136	\$ 3,964	\$ 8,349	\$ -	\$ -	\$ -	\$ -	\$ -	
Basic Support and SCRRRA Systemwide Projects New Projects	\$ 16,669	\$ 5,529	\$ -	\$ 4,170	\$ 987	\$ -	\$ -	\$ 372	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	\$ 8,100	\$ 8,100	\$ 6,080	\$ -	\$ 132	\$ -	\$ -	\$ 1,888	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	\$ 24,769	\$ 13,629	\$ 6,080	\$ 4,170	\$ 1,119	\$ -	\$ -	\$ 2,260	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Basic Support and SCRRRA Systemwide Projects New Projects	\$ 17,424	\$ 5,912	\$ 1,607	\$ 2,870	\$ 1,034	\$ -	\$ -	\$ 402	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	\$ 54,294	\$ 12,200	\$ 3,660	\$ 400	\$ -	\$ -	\$ -	\$ 3,140	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	
	\$ 71,718	\$ 18,112	\$ 5,267	\$ 3,270	\$ 1,034	\$ -	\$ -	\$ 3,542	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Basic Support and SCRRRA Systemwide Projects New Projects	\$ 18,215	\$ 6,244	\$ -	\$ 4,742	\$ 768	\$ -	\$ -	\$ 734	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	\$ 102,786	\$ 102,786	\$ 5,500	\$ -	\$ 9,000	\$ 3,000	\$ 9,750	\$ 1,300	\$ 6,257	\$ 23,679	\$ -	\$ -	\$ 44,300	\$ -	
	\$ 121,001	\$ 109,030	\$ 5,500	\$ 4,742	\$ 9,768	\$ 3,000	\$ 9,750	\$ 2,034	\$ 6,257	\$ 23,679	\$ -	\$ -	\$ 44,300	\$ -	
Basic Support and SCRRRA Systemwide Projects New Projects	\$ 21,731	\$ 6,605	\$ -	\$ 5,024	\$ 1,138	\$ -	\$ -	\$ 434	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	\$ 101,929	\$ 101,929	\$ 5,502	\$ -	\$ 1,600	\$ -	\$ -	\$ 500	\$ -	\$ 39,898	\$ -	\$ -	\$ 47,000	\$ -	
	\$ 123,660	\$ 108,534	\$ 5,502	\$ 5,024	\$ 2,738	\$ -	\$ -	\$ 934	\$ -	\$ 39,898	\$ -	\$ -	\$ 47,000	\$ -	
5-Year Basic Support and SCRRRA Systemwide Projects 5-Year New Projects	\$ 101,267	\$ 29,752	\$ 3,037	\$ 19,538	\$ 5,227	\$ -	\$ -	\$ 1,942	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	\$ 283,958	\$ 241,864	\$ 22,742	\$ 800	\$ 10,732	\$ 3,000	\$ 11,886	\$ 10,792	\$ 19,606	\$ 63,577	\$ -	\$ -	\$ 91,300	\$ -	
	\$ 385,225	\$ 271,616	\$ 25,779	\$ 20,338	\$ 15,959	\$ 3,000	\$ 11,886	\$ 12,734	\$ 19,606	\$ 63,577	\$ -	\$ -	\$ 91,300	\$ -	

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 5

Date: March 22, 2007

Subject: Proposed Fiscal Year 2007/2008 Commuter Rail Program Tasks and Budgets

Recommendation:* Review and provide direction relative to the proposed Fiscal Year 2007/2008 Tasks and Budgets for the Commuter Rail Program.

Background: Per the Board adopted schedule for the Fiscal Year 2007/2008 Budget, each policy committee is to receive a status/overview of the proposed budget tasks under their purview during the month of March. The proposed Commuter Rail Program Tasks and Budgets are attached for the Committee's review. Each task includes a discussion of the task objective, previous accomplishments, description of work to be performed, listing of work elements, identification of a product or products, identification of revenue sources to be used and the comparison of the proposed line-item budget with the Fiscal Year 2005/2006 actual and Fiscal Year 2006/2007 budget. The Committee's review of the tasks is intended to gain input on the appropriateness of the type and scope of the work effort. The following tasks are presented for the Committee's review:

<u>Task Number</u>	<u>Description</u>	<u>Manager</u>
35208000	General Commuter Rail	Bair
37708000	Commuter Rail Operating Expenses	Bair
37808000	Speedway Rail Operating Expenses	Bair
37908000	Commuter Rail Capital Expenses	Bair
38008000	Redlands Rail Extension	Bair
38108000	Gold Line Phase II	Bair

*

Approved
Commuter Rail Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

While most of the proposed tasks represent a continuation of the agency's work within the Commuter Rail Program it is worthy to note that both the Gold Line Phase II and the Redlands Rail Extension tasks will receive additional attention. As part of the Gold Line Phase II work the proposed task budget includes a feasibility study of extending the Gold Line from Montclair to the Ontario International Airport and perhaps points further east. Included in the Redlands Rail Extension task is funding for beginning the alternatives analysis and environmental clearance process. Federal Transit Administration grant funds are proposed for the Redlands Rail Extension alternatives analysis and environmental work.

It is important to note that Measure I Commuter Rail revenues will continue to pay back the Major Projects fund for revenue advanced earlier in the existing Measure I Program. Therefore, the majority of the proposed Commuter Rail Program tasks will be funded with either Local transportation Funds (LTF) allocated for planning activities or LTF from the Valley Apportionment for commuter rail operating and capital assistance.

Financial Impact: The proposed Fiscal Year 2007/2008 new budget for all passenger rail related tasks is \$15,799,396, representing a decrease of 16% from the prior year. The total planned budget expenditure, including encumbrances, is \$21,635,696. The final amount to be included in the Fiscal Year 2007/2008 Budget will be subject to the Commuter Rail Committee input and that of the full Board.

Reviewed By: This item will be reviewed by the Commuter Rail Committee on March 22, 2007.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs

TASK: 35208000 GENERAL COMMUTER RAIL

OBJECTIVE: Working with four other county transportation agencies that formed the Southern California Regional Rail Authority (SCRRA), the operator of the Metrolink commuter rail system, and our commuter rail professional services consultant, ensure that the commuter rail program is efficient and effective. Represent the San Bernardino County commuter rail interest at the national level.

ACCOMPLISHMENTS: During Fiscal Year 2005/2006, the Metrolink San Bernardino Line transported 3.7 million annual passengers, representing a 12.1% increase over the prior year. Operating expenses, which are shared by SANBAG and the Los Angeles County Metropolitan Transportation Authority (LACMTA) totaled \$29.6 million. Revenues used to offset cost, including passenger fares and railroad fees, totaled \$20.3 million and resulted in a revenue recovery rate of 68.6%. The average subsidy per passenger mile on this line equaled \$0.08. During Fiscal Year 2006/2007, SANBAG funded four additional trains (2 round trips) on the San Bernardino Line on Saturdays and Sundays.

The Metrolink Riverside Line carried nearly 1.3 million annual passengers, an increase of 8.3% over the last year. Operating expenses, which are shared by SANBAG, LACMTA and the Riverside County Transportation Commission (RCTC), totaled \$12.3 million. Revenues used to offset cost totaled \$6.5 million and resulted in a revenue recovery rate of 52.5%. The average subsidy per passenger mile on this line equaled \$0.13.

The Metrolink Inland Empire/Orange County (IEOC) Line, the first suburb-to-suburb commuter rail line in the nation, carried nearly 1.2 million annual passengers, representing an increase of 21.6% over the prior year. Operating expenses, which are shared by SANBAG, RCTC and the Orange County Transportation Authority (OCTA), totaled \$12.3 million. Revenues used to offset costs totaled \$7.2 million and resulted in a revenue recovery rate of 58.5%. The average subsidy per passenger mile on this line equaled \$0.14. During Fiscal Year 2006/2007, SANBAG agree to financially participate providing four trains (two round trips) on the IEOC line during Saturdays and Sundays.

During FY 2006/2007, SANBAG completed a SRTP for Fiscal Years 2007/2008 through 2011/2012. The SRTP provides a description and justification for service and capital improvements for which Federal, State and local funds will be sought.

Also during Fiscal Year 2006/2007, negotiations with the host railroads were initiated to address issues related to increasing passenger rail service in exchange for public investment in capital improvements, including the Colton Crossing.

During Fiscal Year 2003/2004, SANBAG initiated a consultant study of the feasibility of charging for parking at the commuter rail stations in the County and how such a program could be implemented and managed. Parking revenues would be returned to the cities to assist in meeting security and maintenance costs. SANBAG will continue to work with the station cities to determine the feasibility of implementing such fees.

DESCRIPTION: This ongoing project includes participation in the SCRRA Technical Advisory Committee (TAC) meetings and attendance at SCRRA Board and policy committee meetings to ensure adequate representation by San Bernardino County. Also included is attendance at the American Public Transportation Association (APTA) Annual Rail Conference by Board members and staff. The task also includes staffing of the SANBAG Commuter Rail Committee and all railroad property-related activities performed by the SANBAG staff, including the development of the Inland Empire Pacific Electric Trail along the former Southern Pacific Baldwin Park Branch. Professional services include three contracts involving general passenger rail issues, property management services and legal assistance. Negotiations with host railroads will continue during Fiscal Year 2007/2008 in an attempt to increase passenger train service in exchange for public investment in capital improvements.

WORK ELEMENTS:

1. Represent the interest of the County on the SCRRA TAC and advise SANBAG representatives on the SCRRA Board.
2. Attend SCRRA Board and policy committee meetings throughout Fiscal Year 2007/2008 and APTA Annual Rail Conference in the Spring of 2008.
3. Provide staff support to the SANBAG Commuter Rail Committee.
4. Monitor and provide support for property management functions handled by LACMTA Real Estate and San Bernardino County Real Estate.
5. Coordinate with professional services contractor on commuter rail issues.
6. Seek agreement from the affected SCRRA member agencies to implement the recommendation of the Fiscal Year 2007/2008 through 2011/2012 Commuter Rail SRTP and prepare any SRTP amendments covering Fiscal Years 2007/2008 and/or 2008/2009 that may be required due to changing circumstances.
7. Participate in negotiations with host railroads for additional passenger trains.

PRODUCT: Prepare memoranda relating on the Commuter Rail Program for SANBAG Commuter Rail Committee and Board.

FUNDING

SOURCES:	<u>\$653,485</u>	<u>Local Transportation Fund - Planning</u>
	<u>\$653,485</u>	<u>TOTAL NEW BUDGET</u>
	\$ 72,500	Total Anticipated Encumbrances on 06/30/07
	\$ 0	Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008

TASK NO. 35208000 General Commuter Rail
MANAGER: Michael Bair

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Allocation of Encumbrances	\$0	\$0	\$72,500
Professional Services			72,500
Line Item			
Salaries	64,025	79,642	84,298
Extra Help	553	0	0
Fringe Allocation	52,849	59,540	59,658
Indirect Allocation	137,713	130,358	129,229
Commissioners Fees	2,900	5,600	5,600
Meeting Expense	598	1,500	1,500
Mileage Reimb/Non-Employee	215	550	600
Mileage Reimb/SANBAG Only	923	1,750	1,850
Office Expense	478	1,500	0
Postage	383	750	350
Printing – Internal Only	0	0	2,000
Printing – Miscellaneous	0	650	0
Professional Services	85,556	411,386	350,000
Subscriptions	834	800	800
Training/Membership	1,690	3,000	3,500
Travel – Air/Non-Employee	0	0	1,400
Travel – Air	879	1,600	1,700
Travel – Other/Non-Employee	0	0	4,500
Travel – Other	5,152	6,000	6,500
Total New Budget	\$0	\$0	\$653,485
Total Actual/Planned Budget	\$354,748	\$704,626	\$725,985

MANAGER: Michael Bair

TASK: 37708000 COMMUTER RAIL OPERATING EXPENSES

OBJECTIVE: To reduce congestion, air pollution and energy consumption by providing reliable and safe commuter rail service between San Bernardino County and Los Angeles, Orange and Riverside Counties.

ACCOMPLISHMENTS: Annual operating subsidy has been approved since Fiscal Year 1992/1993. To the extent possible, service levels have been increased to meet the growing demand. With the limitations contained in the operating agreements with the Burlington Northern Santa Fe and the Union Pacific, no additional weekday service can be added to the IEOC or Riverside lines. And with the limitation on equipment availability, it will be difficult to add weekday service until the new locomotives and cars are delivered in two years. Because of these limitations, only enhancements to weekend service were considered in Fiscal Year 2006/2007. Two additional round trips on Saturdays and Sundays were added to the San Bernardino line and two round trips were initiated on Saturdays and Sundays on the IEOC line.

DESCRIPTION: Provide operating subsidy for Southern California Regional Rail Authority's (SCRRA) Metrolink service in San Bernardino County, and payments for railroad right-of-way maintenance. Levels of commuter rail service proposed for Fiscal Year 2007/2008 include: 1) for the San Bernardino/Los Angeles Line, an increase of one off-peak round trip for a total of nineteen during the weekdays; ten round trips on Saturday, and an increase from six to eight round trips on Sunday; 2) for the Riverside/Ontario/Los Angeles Line, six round trips during the weekday; and 3) for the Inland Empire/Orange County (IEOC), four rounds trips during the weekdays and the implementation of two new round trips for a total of four on both Saturdays and Sundays. SANBAG and LACMTA will also fund six round trips during Thanksgiving Day and four round trips during New Year's Day on the San Bernardino/Los Angeles Line. The additional expenses of using leased equipment coupled with significant increases in fuel cost; the increased weekend service on the San Bernardino and IEOC Lines; and the agreement with the City of Montclair for a two-year compensation of maintenance for a pedestrian undercrossing and the provision of security are the primary reason for the increase in this task budget over Fiscal Year 2006/2007. This task also includes the reimbursement of other agencies' expenses for maintenance of railroad right-of-way owned by SANBAG, but not maintained by SCRRA. It also includes funding for weekend marketing efforts sponsored by SANBAG. As noted above the current levels of service on the Riverside and IEOC lines are at the limits provided for under the agreements with the host railroads. Fiscal Year 2006/2007 will see continued efforts to negotiate higher levels of passenger train service in exchange for public investment in capacity improvements, requiring the use of professional services including legal counsel.

WORK ELEMENTS:

1. Obtain Board approval for filing Local Transportation Fund (LTF) and State Transit Assistance Fund (STAF) claim for passenger rail operating assistance.

2. Process quarterly disbursements to SCRRA.

3. Monitor maintenance of railroad right-of-way, including determining work location, schedule, field verification of work performed and processing payments.

4. Participate in negotiations with host railroads for increased passenger train service.
PRODUCT: Provision of high-quality commuter rail passenger service and well maintained railroad rights of way owned by SANBAG.

FUNDING

SOURCES: \$8,360,000 Local Transportation Fund - Rail

\$8,360,000 TOTAL NEW BUDGET

\$ 50,000 Total Anticipated Encumbrances on 06/30/07

\$ 0 Unbudgeted Obligations in Contracts Approved Prior to
FY 2007/2008

MANAGER: Michael Bair

TASK NO. 37708000 Commuter Rail Operating Expense
MANAGER: Michael Bair

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Allocation of Encumbrances	\$0	\$0	\$50,000
Professional Services			50,000
Line Item			
Contributions/Other Agencies	6,228,017	7,000,000	8,009,500
Postage	719	600	0
Printing – Miscellaneous	261	1,000	50,000
Professional Services	222,506	537,300	300,000
Utilities	193	1,000	500
Total New Budget	\$0	\$0	\$8,360,000
Total Actual/Planned Budget	\$6,451,696	\$7,539,900	\$8,410,000



1



TASK: 37808000 SPEEDWAY RAIL OPERATING EXPENSES

OBJECTIVE: To provide special Metrolink train service from San Diego, Orange, Los Angeles and Ventura Counties to the two major NASCAR race events at the California Speedway, thus reducing congestion, energy consumption and improving air quality.

ACCOMPLISHMENTS: The SANBAG Board approved a cooperative agreement with the California Speedway that included a commitment of \$150,000 for marketing and operational support for special Metrolink trains that would operate to the Speedway during major race events. In addition the agreement called for a contribution of \$350,000 toward the construction of station platforms that were completed in early June, 1997. During Fiscal Year 2002/2003 SANBAG and the Speedway entered into an agreement that allows the California Speedway to sell charter train tickets thus making it more convenient for the special train passengers. During Fiscal Year 2003/2004, SCRRA completed constructing a second track through the Speedway station and extended one of the four passenger platforms. Those improvements have benefited the operation of the charter trains. In response to a request from the Speedway to guarantee that the charter trains would not leave the station until the race was concluded, SANBAG worked with Metrolink to insure the request was met for the February race, but can only provide three trains.

DESCRIPTION: This task includes offsetting any operational costs not covered by the sale of tickets and/or sponsorships for two major NASCAR race events; one in the fall of 2007 and one in the spring of 2008. A total of up to eight charter trains from Oxnard, Lancaster, Fullerton and Oceanside will be operated during the September NASCAR Sunday events. Three trains will be operated from Oxnard, Lancaster and Oceanside during the February NASCAR Sunday events. Regularly scheduled Metrolink service will stop at the Speedway during the Friday and Saturdays events leading up to the Sunday major events.

WORK ELEMENTS:

1. Coordinate ticket fulfillment with the California Speedway.
2. Coordinate special train planning, operations and marketing activities with the California Speedway and Metrolink.

PRODUCT: The provision of special Metrolink train service to the major race events at the California Speedway.

FUNDING

SOURCES: \$180,900 Speedway Ticket Sales Revenue

\$180,900 TOTAL NEW BUDGET

\$ 0 Total Anticipated Encumbrances on 06/30/07

\$ 0 Unbudgeted Obligations in Contracts Approved Prior to

FY 2007/2008

MANAGER: Michael Bair

TASK NO. 37808000 Speedway Rail Operating Expenses
MANAGER: Michael Bair

BUDGT COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Allocation of Encumbrances	\$0	\$0	\$0
Line Item			
Contributions/Other Agencies	247,518	250,000	180,000
Meeting Expense	0	250	600
Mileage Reimb/SANBAG Only	239	200	250
Office Expense	38	100	0
Postage	0	25	0
Printing – Internal Only	0	0	50
Printing – Miscellaneous	0	500	0
Professional Services	589	5,000	0
Travel – Other	0	100	0
Total New Budget	\$0	\$0	\$180,900
Total Actual/Planned Budget	\$248,384	\$256,175	\$180,900



TASK: 37908000 COMMUTER RAIL CAPITAL EXPENSES

OBJECTIVE: To fund capital improvements that will result in maintaining high quality commuter rail service and safe freight operations.

ACCOMPLISHMENTS: Since the inception of the SANBAG commuter rail program a substantial investment has been made for the acquisition of railroad rights of way and commuter rail equipment as well as the construction of stations, track and signal improvements necessary to operate safe and reliable service. With the initial infrastructure now in place, funding is now directed at maintaining that investment as well as seeking additional funding to support the expansion of parking at stations, additional track and signal improvements particularly on the San Bernardino line that will provide for an increase in train service, additional locomotives and passenger cars, and expanded maintenance facilities. During Fiscal Year 2005/2006 SANBAG provided funding for a temporary 149 parking space expansion to the San Bernardino station. Also during the year SCRRA awarded a contract for the delivery of expansion passenger rail cars and rebuilt locomotives. During Fiscal Year 2006/2007 additional funding has been identified to construct pedestrian under crossings at the Montclair and Rancho Cucamonga stations, extend platforms at the East Ontario station, construct a parking structure at the San Bernardino Station and plan for the expansion of parking at the Rialto station. SCRRA has also initiated the phased design of a new equipment maintenance facility known as the Eastern Area Maintenance Facility (EAMF).

DESCRIPTION: Southern California Regional Rail Authority (SCRRA) has now reached a point where the financing required for new capital projects is becoming increasingly difficult to obtain and new sources of funding are being sought. SANBAG will continue to seek agreement with LACMTA for funding to construct additional capacity improvements on the San Bernardino line. The capital expense task consists of three primary programs. The first program is the provision of funding for the SCRRA annual rehabilitation and renovation program (capital maintenance). This \$5.1 million program is comprised of funding for road crossing surface program; rail grinding program; signals and communication program; maintenance vehicle replacement; rolling stock rehabilitation and renovation and seat replacement; the construction of a new maintenance of way facility; and the installation of fiber-optic conduit within the San Gabriel Subdivision. The second program is the establishment of a rolling stock replacement fund. Under this program SANBAG will contribute \$316,000 each year to build a fund that would provide 20% of the cost to replace the rolling stock. The third program involves new capital projects. This program includes system-wide, line and station specific projects; including funding for the design and construction of the Upland station parking expansion project, additional funding for the pedestrian undercrossing at the Rancho Cucamonga station, the purchase of three additional passenger cars for the San Bernardino line, sealed corridor improvements on the San Gabriel Subdivision and the purchase of right of way for a rail station at the San Bernardino Transit Center. The majority of funding for the above projects will be comprised of Federal and State funds including \$2.6 million in FTA urban formula funds (§5307), \$3.1 million in FTA rail modernization funds (§5309), \$2.1 million in Congestion Mitigation and Air Quality (CMAQ) funds, and \$8.3 million in State PTA

funds. The Federal funds will be applied for by SCRRA and the City of Upland and will not flow through the SANBAG Budget. SANBAG will contribute nearly \$5.3 million as local match for the new Federal funds. In addition, more than \$X million in local funds for capital projects approved in previous year budgets are expected to advance toward completion.

WORK ELEMENTS:

1. Monitor progress of local and SCRRA capital maintenance and new capital projects.
2. Review and coordinate parking expansion plans for the Rialto Station and San Bernardino.
3. Process quarterly disbursements of local capital funds to SCRRA.

PRODUCT: Capital maintenance and new capital projects will insure quality operations of commuter trains as well as the safe operation of freight trains. The construction of station platform extensions will provide for the addition of passenger cars to existing train sets to accommodate growth in ridership.

FUNDING

SOURCES:	\$3,964,000	Local Transportation Fund – Rail
	<u>\$1,300,303</u>	<u>State Transit Assistance Funds</u>
	<u>\$5,264,303</u>	<u>TOTAL NEW BUDGET</u>
	\$6,281,137	Total Anticipated Encumbrances as of 06/30/07
	\$ 0	Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008

MANAGER: Michael Bair

TASK NO. 37908000 Commuter Rail Capital Expenses
MANAGER: Michael Bair

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Allocation of Encumbrances	\$0	\$0	\$6,281,137
Contributions/Other Agencies			6,281,137
Line Item			
Contributions/Other Agencies	2,935,419	6,623,489	5,264,303
Office Expense	9	0	0
Postage	19	0	0
Printing – Miscellaneous	1,027	0	0
Professional Services	214,801	3,163,426	0
Mileage Reimb/SANBAG Only	17	0	0
Total New Budget	\$0	\$0	\$5,264,303
Total Actual/Planned Budget	\$3,151,292	\$9,786,915	\$11,545,440

TASK: 38008000 REDLANDS RAIL EXTENSION

OBJECTIVE: To complete the necessary additional work from the initial feasibility study of extending passenger rail service between San Bernardino and Redlands and the station area plans in order to qualify for Federal Transit Administration Small Starts funding.

ACCOMPLISHMENTS: Previous work has included the acquisition of the Redlands Subdivision in 1993 at a cost of \$9.2 million. A preliminary operating plan was developed during Fiscal Year 1998. The current SCAG 2006 RTP recommends this corridor in the list of major transit investments. A feasibility study was completed in Fiscal Year 2003/2004 and concluded that an extension of all-day passenger rail service is feasible. Funding for this project was included in the Measure I sales tax extension approved by the voters in November 2004. During Fiscal Year 2006/2007 SANBAG completed a planning effort with the cities of San Bernardino, Loma Linda and Redlands to confirm station locations and the development of station area plans for transit-supportive land uses in the vicinities of those locations.

DESCRIPTION: The next step for this project is to meet the yet-to-be-determined requirements of the Federal Transit Administration (FTA) to qualify for the new Federal Small Starts funding. Much of the work conducted during the feasibility study may be used and the development of the station area plans will address land-use and economic development opportunities, some of the FTA criteria, but until it is known how FTA will select projects for this new program it is difficult to determine what the next steps will be. This task will involve applying for FTA funds to complete the alternatives analysis work and beginning the environmental clearance process.

WORK ELEMENTS:

1. Manage contract for the alternatives analysis work and environmental clearance.
2. Coordinate all planning efforts with the affected cities, SCRRA, SCAG and FTA.
3. Continue to work with SCRRA on the identification of capital and operating cost for the rail service alternative.

PRODUCT: The completion of the alternatives analysis work will lead to the formal selection of a locally preferred alternative (LPA). The LPA must be approved by the corridor cities as well as the SANBAG board and SCAG.

FUNDING

SOURCES:	\$ 800,000	FTA Section 5307
	<u>\$ 251,707</u>	<u>Local Transportation Fund - Planning</u>
	<u>\$1,051,707</u>	<u>TOTAL NEW BUDGET</u>
	\$ 0	Total Anticipated Encumbrances as of 06/30/07

**\$ 0 Unbudgeted Obligations in Contracts Approved Prior to
FY 2007/2008**

MANAGER: Michael Bair

TASK NO. 38008000 Redlands Rail Extension
MANAGER: Michael Bair

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Allocation of Encumbrances	\$0	\$0	\$0
Line Item			
Salaries	5,044	10,408	15,377
Fringe Allocation	4,164	7,781	10,882
Indirect Allocation	10,850	17,036	23,573
Consulting Fees	46,048	186,185	1,000,000
Meeting Expense	52	200	250
Mileage Reimb/SANBAG Only	0	100	150
Office Expense	4	125	0
Postage	79	25	100
Printing – Internal Only	0	0	75
Printing – Miscellaneous	0	100	0
Professional Services	63	0	500
Travel – Air	0	300	600
Travel – Other	0	200	200
Total New Budget	\$0	\$0	\$1,051,707
Total Actual/Planned Budget	\$66,304	\$222,460	\$1,051,707



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TASK: 38108000 GOLD LINE PHASE II

OBJECTIVE: To insure that the Metro Gold Line Phase II project is extended from its current terminus in Pasadena to the Montclair Transcenter.

ACCOMPLISHMENTS: The Gold Line Phase II project is the extension of the recently opened Los Angeles County Metropolitan Transit Authority (LACMTA) Metro Gold Line light rail system from its existing terminus in the City of Pasadena to the City of Montclair. During Fiscal Year 2003/2004, the SANBAG Board approved a Memorandum of Understanding (MOU) with the Los Angeles to Pasadena Metro Blue Line Construction Authority to include an extension of the proposed Gold Line from its previous eastern terminus, Claremont, to the Montclair Transcenter in the preparation of the draft Environment Impact Statement/Environmental Impact Report (EIS/EIR) to be submitted to the Federal Transit Administration (FTA). In addition, the Board approved an amendment to the Gold Line Phase II Joint Powers Authority (JPA) allowing SANBAG to participate along with the eastern San Gabriel Valley corridor cities in the planning and design of the light rail extension project. The Gold Line Phase II JPA is comprised of eleven cities and SANBAG. The JPA is actively involved in advancing this 2-phased project through the FTA New Starts Program with the intent of opening the first segment (Pasadena to Azusa) in 2009 and the second segment (Azusa to Montclair) in 2014. During Fiscal Year 2004/2005 the SANBAG Board approved an amendment to the Construction Authority MOU to include additional funding for final environmental and preliminary design work. In addition, the alignment for the extension into the Montclair Transcenter has been agreed upon. During Fiscal Year 2005/2006 the Construction Authority submitted the Final Environmental Impact Statement/Environmental Impact Report to the FTA for approval. Prior to authorizing the Construction Authority to proceed with preliminary engineering, FTA has requested additional information regarding the forecast of ridership and inclusion of the project in the LACMTA Long Range Transit Plan. During Fiscal Year 2006/2007 the feasibility of extending the Metro Gold Line from Montclair to the Ontario International Airport (and possibly points further east) was raised and the Board approved an amendment to the JPA to include the City of Ontario. An advisory committee comprised of representatives from the California Transportation Commission, Cities of Chino, Fontana, Los Angeles, Montclair, Ontario, Rancho Cucamonga, Upland, Ontario International Airport, LACMTA, Los Angeles World Airways, SANBAG, SCAG, SCRRA and the Board of Supervisors from Riverside and San Bernardino Counties has been formed to consider this extension

DESCRIPTION: The work effort for this task includes staff participation on the Gold Line Phase II JPA Technical Advisory Committee (TAC) and attendance at the JPA Board meetings; participation with the City of Montclair on the city's station design review committee, and commenting on the preliminary engineering and design (PS&E) for the Phase II project. This task includes funding for conducting a feasibility study of the extension of the Gold Line to the Ontario International Airport (and possibly points further east).

WORK ELEMENTS:

1. Attend and participate in the Gold Line Phase II JPA TAC and Board meetings.
2. Monitor the Construction Authority's response to the FTA request for a new ridership forecast and inclusion of the project in LACMTA's Long Range Transit Plan.
3. Provide comments on preliminary engineering and design of the extension to Montclair.
4. Participate on the Metro Gold Line Extension to the Ontario International Airport (OIA) Advisory Committee.

PRODUCT: Memorandum to the SANBAG Board regarding the progress of the Gold Line Phase II project and the OIA extension advisory committee.

FUNDING

SOURCES: \$289,001 Local Transportation Fund – Planning

\$289,001 TOTAL NEW BUDGET

\$	0	Total Anticipated Encumbrances as of 06/30/07
\$	0	Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008

MANAGER: Michael Bair

TASK NO. 38108000 Gold Line Phase II
MANAGER: Michael Bair

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Allocations of Encumbrances	\$0	\$0	\$0
Line Item			
Salaries	3,392	7,106	11,734
Fringe Allocation	2,800	5,312	8,304
Indirect Allocation	7,295	11,631	17,988
Contributions/Other Agencies	618,405	327,136	250,000
Meeting Expense	0	50	0
Mileage Reimb/SANBAG Only	156	750	750
Office Expense	0	125	0
Postage	0	50	50
Printing – Internal Only	0	0	75
Printing – Miscellaneous	0	100	0
Professional Services	63	2,000	0
Travel – Other	9	100	100
Total New Budget	\$0	\$0	\$289,001
Total Actual/Planned Budget	\$632,120	\$354,360	\$289,001



- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 6

Date: March 22, 2007

Subject: Surplus of Miscellaneous Parcels Acquired as Part of the Redlands Subdivision Purchase of March 1993

Recommendation:* Direct staff to begin the process of disposal of miscellaneous parcels of Redlands Subdivision in accordance with California Government Code Sections 25363 and 25526.

Background: This item was presented to the Commuter Rail Committee on January 18th. Committee Member Morris requested and received a continuance in order to consult with his City staff on the parcels being identified for surplus.

In March 1993 the San Bernardino Associated Governments (SANBAG) purchased from Burlington Northern Santa Fe Railway (formerly Atchison, Topeka and Santa Fe Railway) the Redlands Subdivision that begins in front of the San Bernardino Santa Fe Depot and runs through the City of Redlands terminating in the vicinity of the southern boundary of the Santa Ana River in the vicinity of Nice Avenue in Mentone. SANBAG sold to the Metropolitan Water District that portion of the Redlands Subdivision from the Santa Ana River to Nice Avenue in Mentone in 1999.

As part of the Redlands purchase, SANBAG also acquired a smattering of non-contiguous parcels in the north/northeast area of the City of San Bernardino

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Approved
Commuter Rail Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

and northwest area of the City of Highland. In 1999 SANBAG also sold one of the parcels to the Victoria Development Company. Attachment A is an overview map of the parcels being considered. Attachment B is the individual Assessor Parcel Maps.

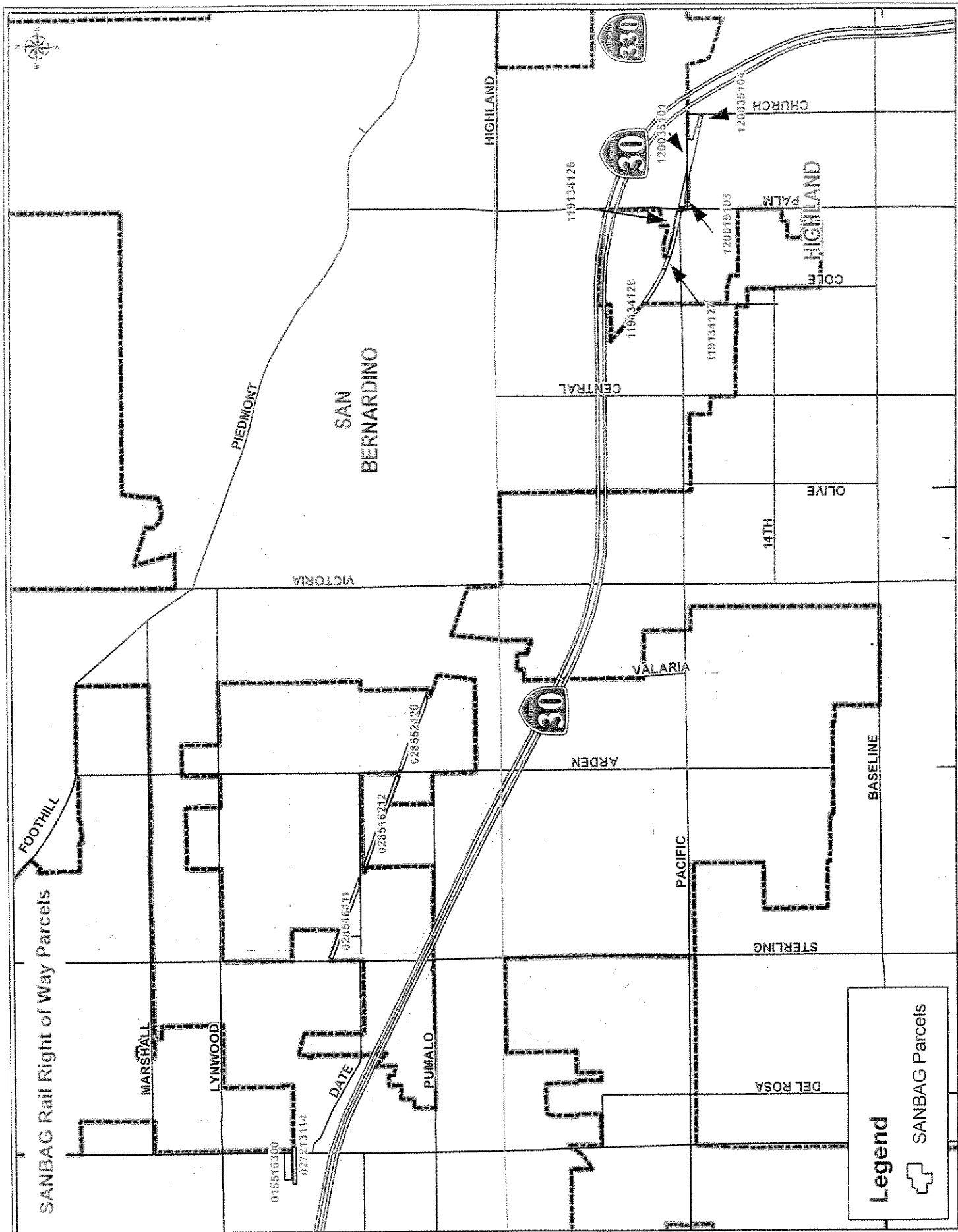
There will be a number of items that will need to be accomplished prior to our returning to this Committee and the Board before ordering the sale of these parcels; namely, a Preliminary Title Report to insure there are no clouds on the title and appraisals on the various parcels.

Staff will enlist the assistance of both our Property Management team at the Los Angeles County Metropolitan Transportation Authority (MTA) and San Bernardino County Real Estate Services.

Typically, proceeds from sale of any rail property is retained in the Rail Capital Assets fund and used to augment funds for capital projects identified in the Commuter Rail Short Range Transit Plan.

- Financial Impact:** The full financial impact of this item is not known at this time pending appraisals of the properties; however the work element of this item is consistent with the adopted General Commuter Rail Task 35207000.
- Reviewed By:** This item will be reviewed by the Commuter Rail Committee on March 22, 2007.
- Responsible Staff:** Victoria Baker, Senior Transit Analyst

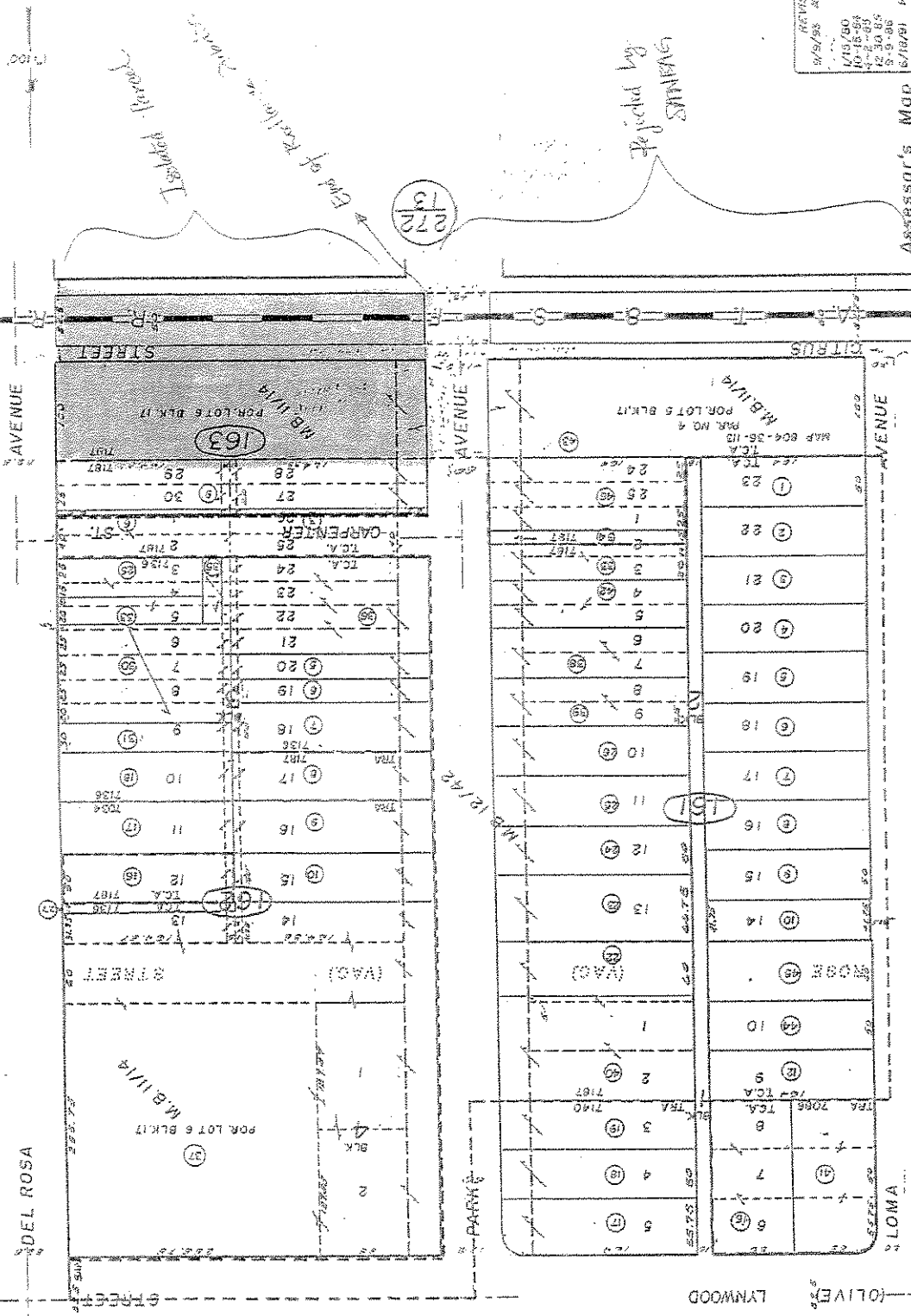
ATTACHMENT A



ATTACHMENT B

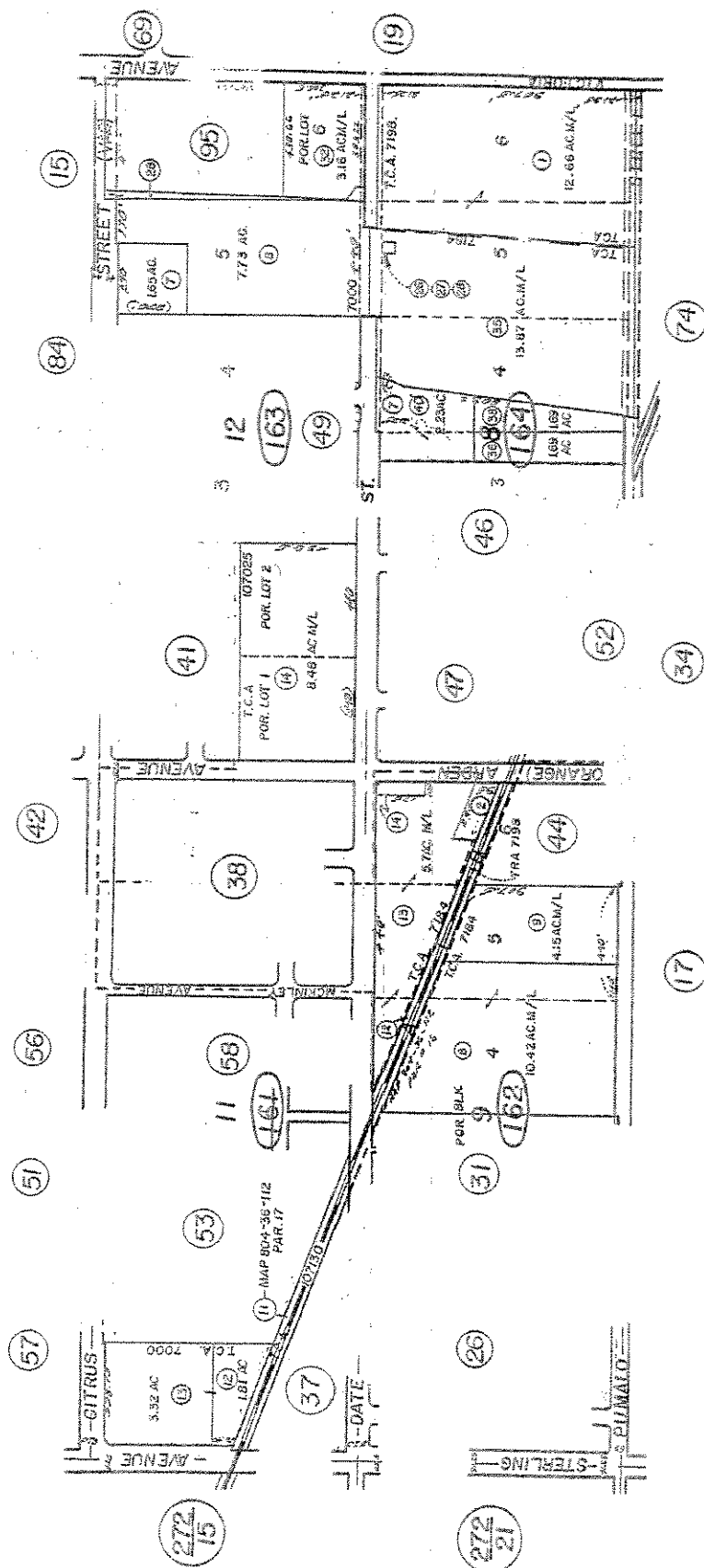
tax note area
7034,7086,7136,7140,
7187,7197

Del Rosa Townsite, M.B. 12/42



CRC0703a2-v1b.pdf

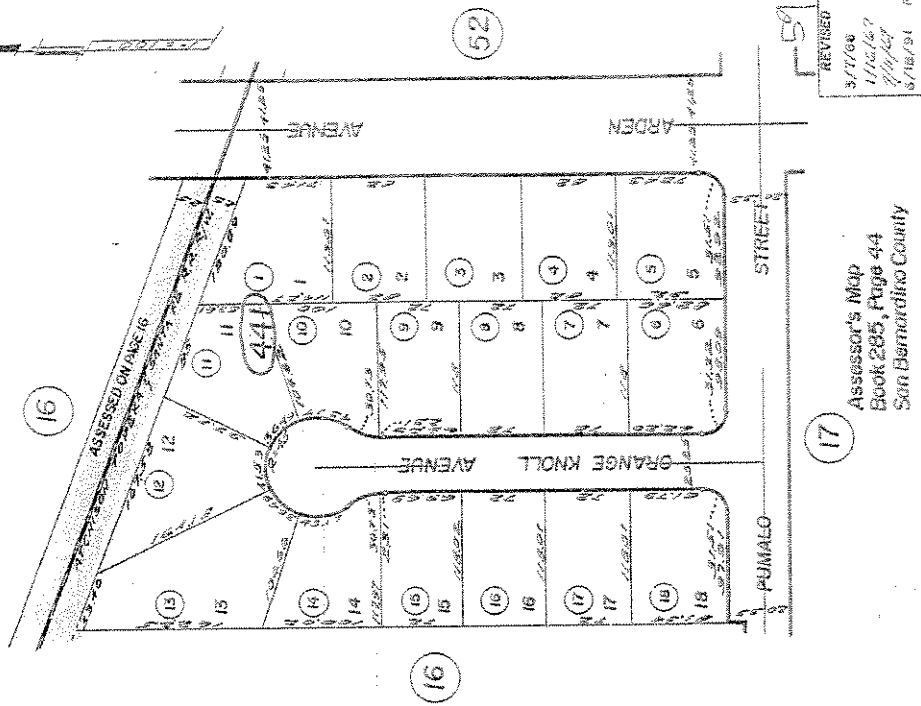




REVISED
6-1-88 Jim
3/18/91 R

Assessor's Map
Book 295 Page 16
San Bernardino County

June 1952



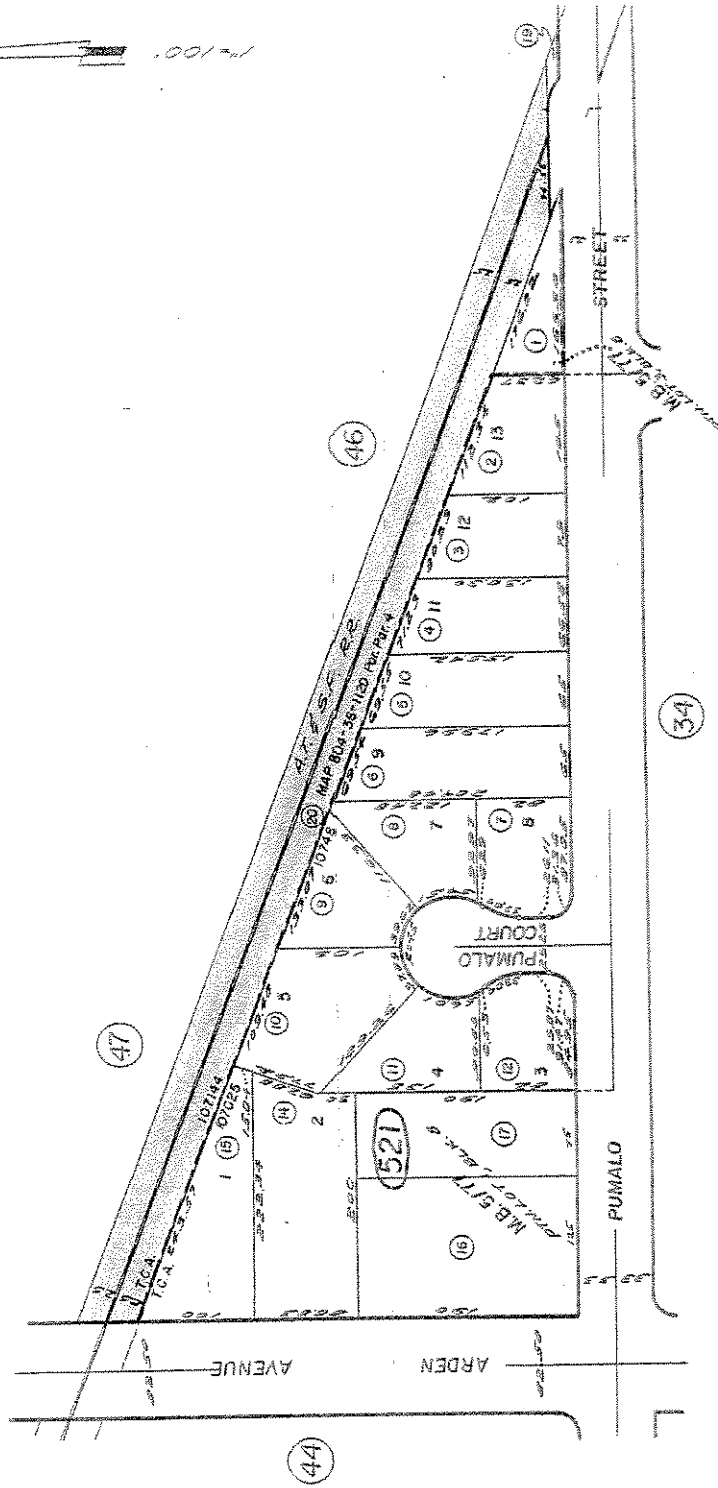
Apr 1962



Ptn. West Highlands, M.B. 5/77

San Bernardino Unified
Tax Rate Area
107025, 107144

285-52



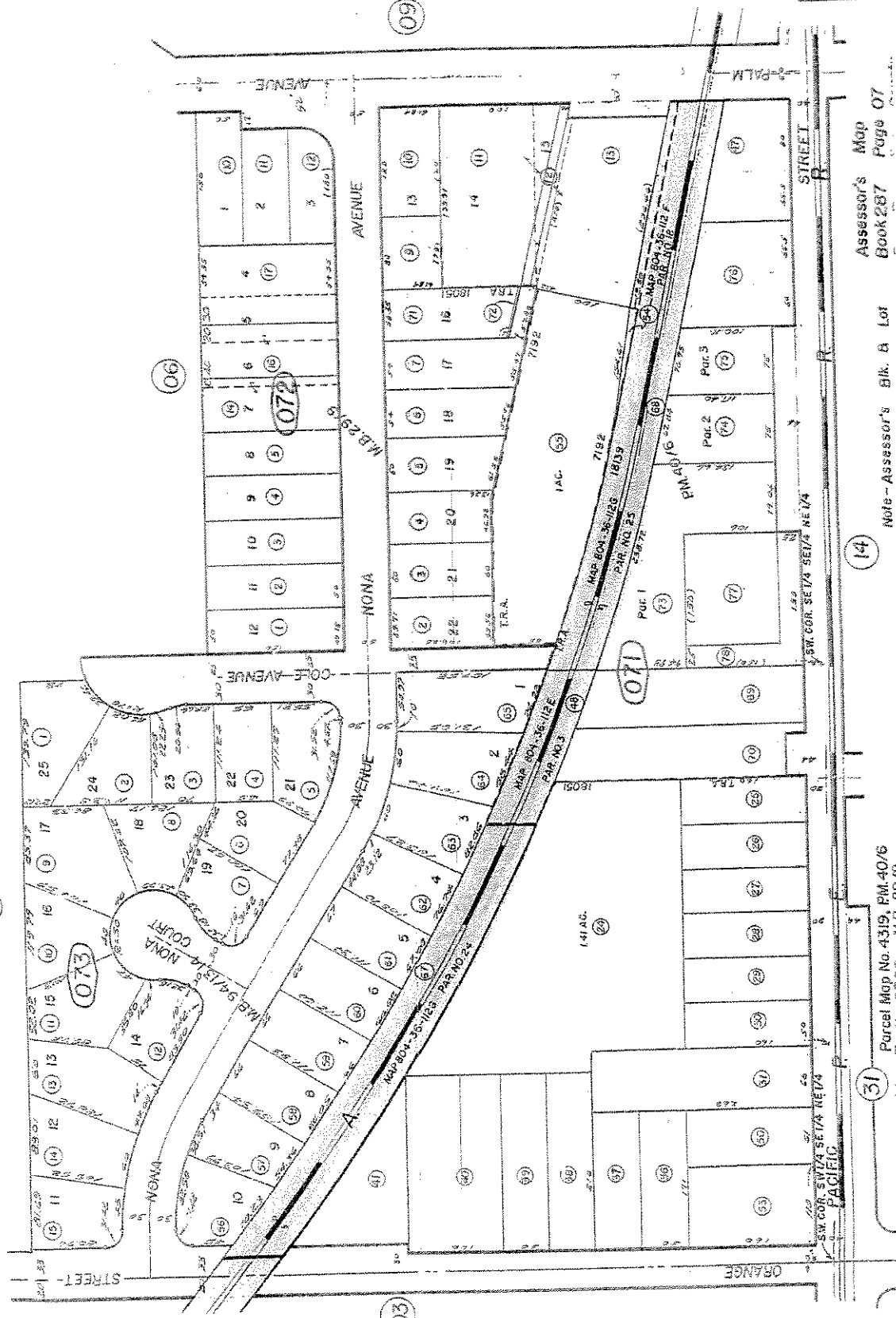
Tract No. 6982, M.B. 88/89, 90

Oct. 1963

Assessor's Map
Book 285, Page 52
San Bernardino County

REVISED
5/15/85
7-9-86
6/18/91

THIS MAP IS FOR THE PURPOSE
OF AD VALOREM TAXATION ONLY
NOT TO SURVEYORS SCALE.



REVISED
3/22/94
2/23/98
5/10/98
4/18/92
4/14/78
5/10/73

56

Note - Assessor's Blk. & Lot
Assessor's Map
Book 287 Page 07

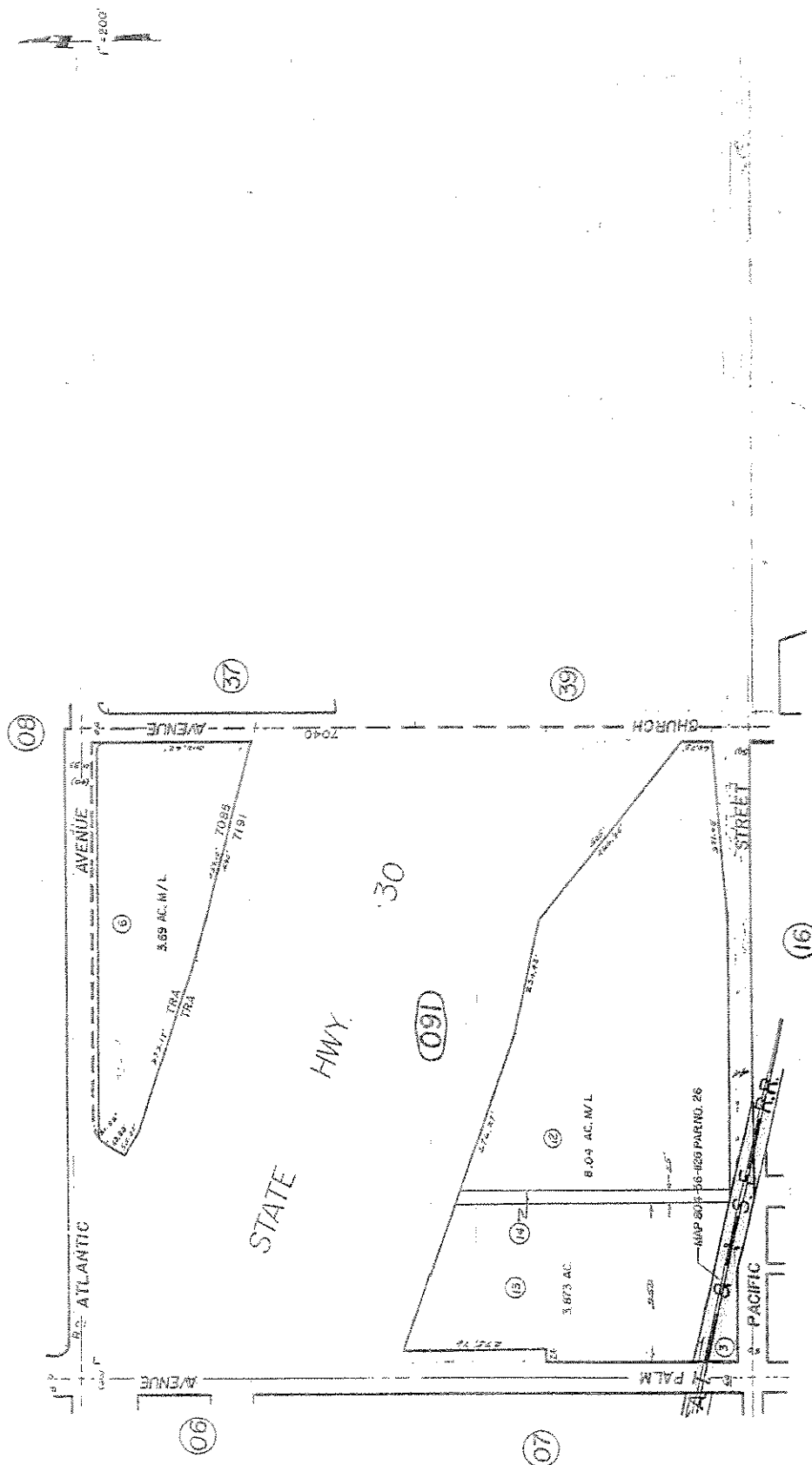
Parcel Map No. 4319, P.M. 40/6
Tr. No. 2006 MR 29/9



Por. NW 1/4 Sec. 33 T. 1 N. R. 3 W. S. B. B. & M.

San Bernardino City
Tax Rate Area
7191, 7085

287-09



55

REVISED	GP
6/20/91	GP
5/20/76	P
4/29/71	M
3/27/70	AL
9/28/78	SL

Assessor's Map
Book 287 Page 09
San Bernardino County

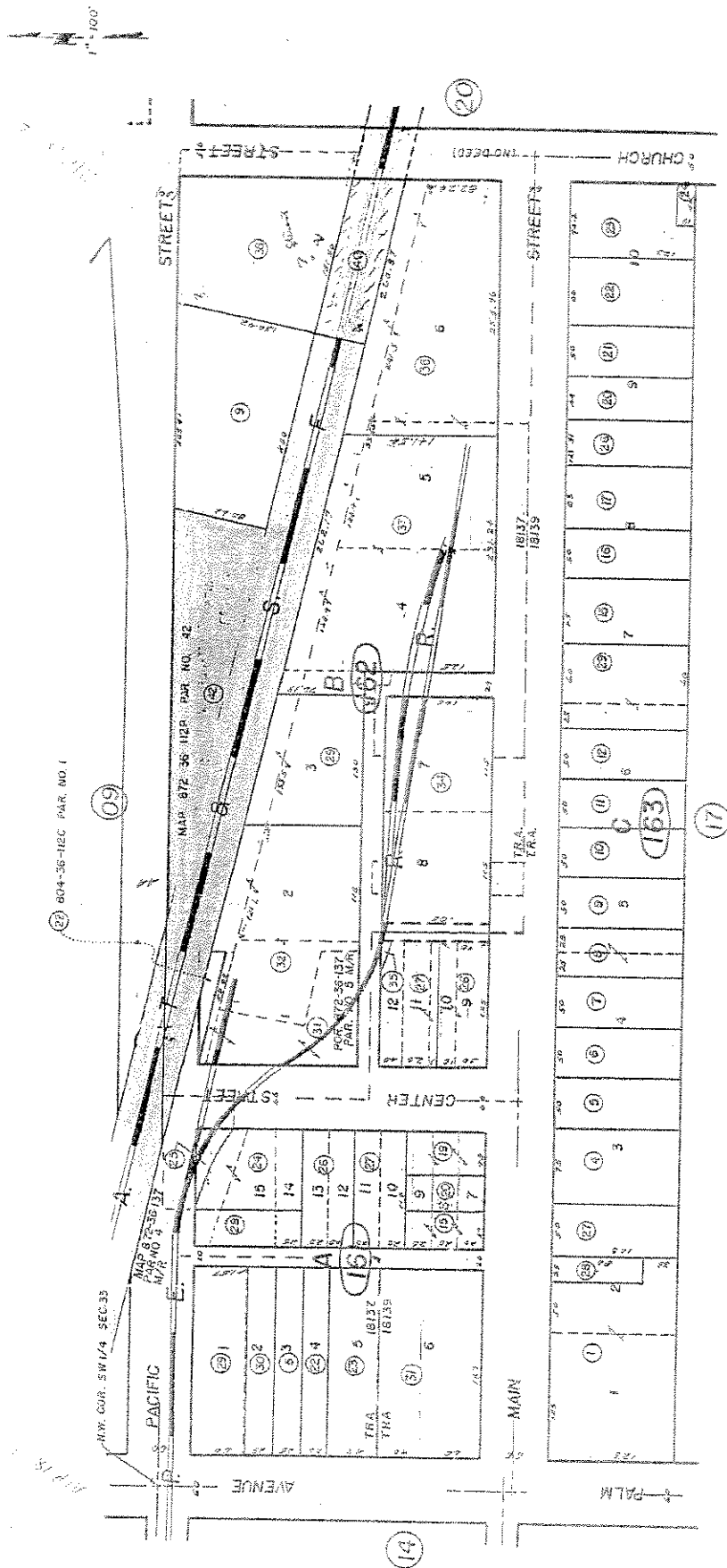
Note- Assessor's Blk. & Lot
Numbers Shown in Circles



Highland Townsite
M.B. 12/17

City of Highland
Tax Rate Area
18137, 18139

287-16



54

REVISED	BY
5/26/22	HN
4/1/22	SS
2/23/20	JRH
12/23/17	ND
5/16/11	TD
8/7/04	PC
4/16/02	AL

Assessor's Map
Book 287 Page 16
Note- Assessor's Blk. & Lot
Numbers Shown in Circles
San Bernardino County

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 7

Date: March 22, 2007

Subject: Approve Second Option of Contract 04-001 with Schiermeyer Consulting Services

Recommendation:* Approve the second extension option of Contract 04-001 with Schiermeyer Consulting Services for passenger rail planning services in the amount of \$201,756.20 as specified in the Financial Impact Section.

Background: On April 3, 2003, the Board approved Contract 04-001 with Schiermeyer Consulting Services (SCS) for passenger rail planning services during Fiscal Years 2003/2004 and 2004/2005 in the amount of \$183, 650. Contract 04-001 contains two (2) two-year options. The Board approved the first two-year option in February 2, 2005, and increased the contract authority by \$190,295 for a new total of \$373,945. The first two-year extension will, unless extended, terminate on June 30, 2007.

Staff is recommending the approval of the second two-year option (attached as Contract 04-001-2) covering Fiscal Years 2007/2008 and 2008/2009. This option provides a 3.5% increase in the hourly rate for the first year and a 3% increase in the second year as well as a modest increase in the amount paid to the firm for direct expenses.

SCS has provided passenger rail planning services to the agency since 1989. Over that period, SCS has provided advice in the areas of commuter rail operations, marketing and capital planning, intercity passenger rail services,

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*Approved
Commuter Rail Committee*

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

proposals for high-speed passenger rail service through the Inland Empire and special charter trains for the two major NASCAR race events at the California Speedway.

Listed below is a summary of the support activities SCS has provided this past year.

1. SCS has provided support to the agency in its participation with the Southern California Regional Rail Authority (SCRRA). The support includes attending and participating in the SCRRA Technical Advisory Committee composed of the staff from each of the five member agencies and attending monthly SCRRA Board Policy Committee meetings and monthly SCRRA Board briefings and meetings. SCS often represents the agency's interest when staff is not available. SCS also supports the agency's Commuter Rail Committee and provides the monthly Commuter Rail Report that appears in the agency's Board agenda.
2. SCS is frequently consulted with on issues related to the national and state-supported intercity passenger rail service operated by Amtrak. SCS is considered one of a few consulting firms with extension knowledge of intercity passenger rail issues.
3. SCS has assisted in the development of special charter train schedules and operations for the two major NASCAR racing events held at the California Speedway and coordinates the marketing and train ticket sales with the Speedway.
4. SCS has assisted in the preparation of the San Bernardino County Passenger Rail Fiscal Year 2008 – 2012 Short Range Transit Plan (SRTP). The SRTP provides a forecast of passenger rail services and capital improvements over the next five years.

The proposed contract extension provides for a continuation of the above professional services for the next two years, Fiscal Years 2007/2008 and 2008/2009. Compensation for the first extension year will not exceed \$96,651.80 in personnel expenses and \$2,745 in direct expenses for a total compensation of \$99,396.80. Compensation for the second extension year will not exceed \$99,534.40 in personnel expenses and \$2,825 in direct expenses for a total compensation of \$102,235.40. The exercise of the second option will increase the

total authority for Contract 04-001 by \$201,756.20 to a new not to exceed total of \$575,701.20.

Financial Impact: Funding in the amount of \$99,396.80 for the first year of this contract extension is included in the proposed Fiscal Year 2007/2008 budget under Task 35208000 – General Commuter Rail. The funding source is LTF – Planning. Funding for the second year of the contract extension will be contingent upon funding approved as part of the Fiscal Year 2008/2009 budget.

Reviewed By: This item will be reviewed by the Commuter Rail Committee on March 22, 2007.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs

SANBAG Contract No. 04-001-2

by and between

San Bernardino Associated Governments

and

Schiermeyer Consulting Services

for

provision of professional services related to passenger rail service

FOR ACCOUNTING PURPOSES ONLY			
<input checked="" type="checkbox"/> Payable <input type="checkbox"/> Receivable	Vendor Contract # _____	Retention: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Original <input checked="" type="checkbox"/> Amendment
Notes:			
Original Contract: \$ <u>183,650.00</u>		Previous Amendments Total: \$ <u>190,295.00</u>	
Contingency Amount: \$ _____		Current Amendment: \$ <u>201,756.20</u>	
Contingency Amount requires specific authorization by Task Manager prior to release.			
Contract TOTAL →			\$ <u>575,701.20</u>
Please include funding allocation for the original contract or the amendment			
<u>Task</u>	<u>Cost Code</u>	<u>Funding Sources</u>	<u>Amounts</u>
1 <u>35208000</u>	<u>5553</u>	1 <u>LTF - Planning</u>	\$ <u>99,396.80</u>
2 <u>35209000</u>	<u>5553</u>	2 <u>LTF - Planning</u>	\$ <u>102,359.40</u>
3 _____	_____	3 _____	\$ _____
Original Board Approved Contract Date: <u>4/02/03</u> Contract Start: <u>7/1/03</u> Contract End: <u>6/30/05</u>			
New Amend. Approval (Board) Date: <u>4/04/07</u> Amend. Start: <u>7/01/07</u> Amend. End: <u>6/30/09</u>			
If this is a multi-year contract/amendment, please allocate costs among fiscal years:			
Fiscal Year: <u>2008</u> \$ <u>99,396.80</u>		Fiscal Year: <u>2009</u> \$ <u>102,359.40</u>	
Fiscal Year: _____ \$ _____			
Is this consistent with the adopted budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
If no, has the budget amendment been submitted? <input type="checkbox"/> Yes <input type="checkbox"/> No			
CONTRACT MANAGEMENT			
Please mark an "X" next to all that apply:			
<input type="checkbox"/> Intergovernmental <input checked="" type="checkbox"/> Private <input checked="" type="checkbox"/> Non-Local <input type="checkbox"/> Local <input type="checkbox"/> Partly Local			
Disadvantaged Business Enterprise: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes _____%			
Task Manager: Michael Bair		Contract Manager: Michael Bair	

Michael Bair 3-13-07
Task Manager Signature Date

Michael Bair 3-13-07
Contract Manager Signature Date

Thomas Miller 3/13/07
Chief Financial Officer Signature Date

CONTRACT NO. 04-001-2

SAN BERNARDINO ASSOCIATED GOVERNMENTS

and

SCHIERMEYER CONSULTING SERVICES

THIS CONTRACT AMENDMENT is entered into this 4th day of April, 2007 in the State of California by and between the San Bernardino Associated Governments, hereafter called "AGENCY", and Schiermeyer Consulting Services (SCS), hereafter called "CONTRACTOR".

IT IS HEREBY AGREED AS FOLLOWS:

WHEREAS, the AGENCY requires certain professional services relating to its urban passenger rail, commuter rail, and intercity passenger rail planning efforts; and

WHEREAS, CONTRACTOR has skills, knowledge, and the ability to provide such services to the AGENCY; and

WHEREAS, the original Contract 04-001 contains two provisions to extend the Contract for an additional two (2) years each; and

WHEREAS, on February 2, 2005, the AGENCY Board approved exercising the first two-year extension; and

WHEREAS, both parties to the Contract desire to execute such an extension;

NOW THEREFORE, the parties agree to the following terms and conditions:

1. CONTRACTOR SERVICES

The CONTRACTOR will be responsible for supporting SANBAG's urban passenger rail, commuter rail, and intercity passenger rail planning efforts. The CONTRACTOR will also be responsible for the following activities:

- A. Providing assistance in evaluating commuter rail operating and capital subsidy calculations as they relate to AGENCY.
- B. Providing assistance in developing recommended priorities for commuter rail operating (including ridership and revenue estimates) and capital projects.
- C. Providing assistance in developing urban passenger rail and commuter rail capital project applications.

- D. Providing assistance in the preparation of the Redlands Passenger Rail Extension alternatives analysis and environmental document.
- E. Provide assistance in the feasibility study of extending the Metro Gold Line to the Ontario International Airport.
- F. Providing assistance in reviewing the State of California and Amtrak planning of intercity passenger rail services.
- G. Providing technical support to the SANBAG Commuter Rail Committee.
- H. Representing the interest of AGENCY in the absence of AGENCY personnel in commuter rail and intercity passenger rail technical and planning meetings.
- I. Providing technical support as identified by AGENCY in the areas of urban passenger rail, commuter rail, intercity passenger rail, and special charter trains (such as the California Speedway trains).

2. **TERM**

This CONTRACT AMENDMENT will commence on July 1, 2007 and remain in effect until June 30, 2009 (Fiscal Years 2007-2008 and 2008-2009). AGENCY or CONTRACTOR may terminate this CONTRACT at any time by serving thirty (30) days written notice to this effect on the other party. Additionally, in the event of misconduct or failure to perform required services, AGENCY may immediately terminate this CONTRACT by written notice to CONTRACTOR. CONTRACTOR shall not be reimbursed for any services or expenses beyond the termination date of the CONTRACT and SANBAG shall incur no penalty for exercising its termination rights. The Executive Director shall have the authority in his sole discretion to give notice of termination on behalf of the AGENCY.

3. **COMPENSATION**

As compensation for the above services during Fiscal Year 2007-2008, AGENCY shall pay CONTRACTOR an amount not to exceed \$99,396.80 of which no more than \$96,651.80 and \$2,745.00 shall be for personnel and direct expenses respectively. Compensation for Fiscal Year 2008-2009 shall not exceed \$102,359.40 (\$99,534.40 and \$2,825.00 respectively for personnel and direct expenses). The total CONTRACT value for the two fiscal years (2007-2008 and 2008-2009) shall not exceed \$201,756.20. This second amendment increases the total CONTRACT value to \$575,701.20.

- A. CONTRACTOR shall account for time spent and invoice AGENCY on a monthly basis. Monthly invoices shall contain both expenditures incurred during the month as well as year to date total by cost category (salaries and itemized direct charges). Each monthly invoice shall be accompanied by a narrative description of work performed.

- B. CONTRACTOR shall be paid at the personnel hourly rates (which include overhead rates) indicated in Exhibit A and shall not exceed \$96,651.80 during Fiscal Year 2007-2008 and \$99,534.40 during Fiscal Year 2008-2009.
- C. CONTRACTOR shall receive reimbursement in an amount not to exceed \$2,745.00 during Fiscal Year 2007-2008 and \$2,825.00 during Fiscal Year 2008-2009 for direct expenses including travel reimbursement and telephone expenses.

4. INSURANCE

CONTRACTOR shall maintain during the term of this CONTRACT the following insurance coverages:

- A. Comprehensive General Liability Insurance or Commercial General Liability Insurance, including coverage for Premises, Contractual Liability, Personal Injury Liability, Broad-From Property Damage and Independent Contractor's Liability, in an amount of not less than \$1,000,000 per occurrence, combined single limit, and \$2,000,000 aggregate written on occurrence form.
- B. Comprehensive Automobile Liability Coverage, including owned, non-owned and hired automobiles, in an amount of not less than \$1,000,000 per occurrence, combined single limit, and in an aggregate written on an occurrence form.
- C. CONTRACTOR (not including subconsultants) shall immediately furnish certificates of insurance to AGENCY evidencing the insurance coverage above required, which certificate shall name AGENCY as additionally insured on all policies of liability insurance. The certificates shall provide that such insurance shall not be terminated without thirty (30) days written notice to AGENCY, and CONTRACTOR shall maintain such insurance from the time this CONTRACT is executed until the completion of such services.
- D. CONTRACTOR shall maintain Worker's Compensation Insurance with limits established and required by the State of California.

5. INDEMNITY

CONTRACTOR agrees to defend, indemnify and hold harmless the AGENCY, its officers, agents and employees from any claims, suits, liabilities, penalties, fines or damages resulting from any acts or omissions of CONTRACTOR arising from or which are alleged to arise from its performance of this CONTRACT.

6. **INDEPENDENT CONTRACTOR**

CONTRACTOR is and shall be at all times an independent CONTRACTOR. Accordingly, all services provided by CONTRACTOR shall be done and performed by CONTRACTOR under the sole supervision, direction, and control of CONTRACTOR. AGENCY shall rely on CONTRACTOR for results only and shall have not right at any time to direct or supervise CONTRACTOR or CONTRACTOR's employees in the performance of services or as to the manner, means and methods by which services are performed. All workers furnished by CONTRACTOR pursuant to this CONTRACT, and all representatives of CONTRACTOR shall be and remain employees of CONTRACTOR or of CONTRACTOR's subconsultant(s) at all times, and shall not at any time or for any purpose whatsoever be considered employees or agents of AGENCY.

7. **AGENCY AUTHORITY**

AGENCY's Executive Director shall have full authority to exercise AGENCY's rights under this CONTRACT. CONTRACTOR's reporting relationship shall be with the AGENCY's Director of Transit and Rail Programs, unless otherwise directed by AGENCY's Executive Director.

IN WITNESS THEREOF, the authorized parties have signed below.

**SAN BERNARDINO
ASSOCIATED GOVERNMENTS**

**SCHIERMEYER CONSULTING
SERVICES**

Dennis Hansberger
President

Carl Schiermeyer
President

Approved as to From:

Jean-Rene Basle
SANBAG Counsel

Date: _____

Exhibit A

Amendment No. 2 to Contract 04-001

Schiermeyer Consulting Services Contract

Fiscal Year 2007/2008

Hourly Rates (including overhead and profit) and Proposed Hours:

Carl Schiermeyer, Principal	\$110.60/Hr.	860 Hrs.
Associate	\$ 63.95/Hr.	24 Hrs.

Fiscal Year 2008/2009

Hourly Rates (including overhead and profit) and Proposed Hours:

Carl Schiermeyer, Principal	\$113.90/Hr.	860 Hrs.
Associate	\$ 65.85/Hr.	24 Hrs.



- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 8

Date: March 22, 2007

Subject: Report on the NASCAR Auto Club 500 Chartered Train Service

Recommendation:* Receive Information.

Background: The SANBAG Board of Directors, in December 1996, approved a Cooperative Agreement with the California Speedway to provide chartered train service to the Speedway for the larger NASCAR events. The service provided on February 25th marked SANBAG's tenth (10th) year of chartered train service. Over the ten years we have transported approximately 170,000 passengers to 21 races.

On Sunday, February 25, 2007, SANBAG provided chartered train service to the NASCAR Auto Club 500 at the California Speedway. Because there is regular Metrolink service on the following Monday there is limited number of Metrolink crews available to run these chartered trains. For the February race three (3) trains were provided as follows: an eight (8) car train that originated from Oxnard making all stops on the Ventura Line and all stop on the San Bernardino Line from El Monte to the speedway; a six (6) car train on the Antelope Valley Line with a stop at Los Angeles Union Station; and a ten (10) car train from Oceanside with stops on the Inland Empire/Orange County Line. These trains arrived at the Speedway between 9:15 a.m. and 10:25 a.m.; the race began at approximately 12:45 p.m. and was completed at 4:40 p.m. Trains are held for one hour after the completion of the race to ensure all passengers had boarded the trains' home. Our operations went very smoothly and all trains and passengers were on their way home by 5:50 p.m.

*

*Approved
Commuter Rail Committee*

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

The charter train tickets are sold by the California Speedway in advance of the event, as provided in the 1st Amendment to the Cooperative Agreement. The last train ticket sales report received from the Speedway indicated 2,803 tickets sold, this is an increase of 553 tickets sold over the prior February event. The estimated ticket revenue is \$53,060 while the estimated cost of the service is \$55,000. The estimated overrun of costs will come from ticket sales fund balance.

For logistic purposes no regular Sunday service trains stopped at the Speedway. However, certain Friday and Saturday regular service trains did stop at the Speedway and about 100 passengers used the service on Friday and Saturday.

Financial Impact: This item is consistent with the FY 2006/2007 budget under Task 37807000 Speedway Rail Operating Expense.

Reviewed By: This item will be reviewed by the Commuter Rail Committee on March 22, 2007.

Responsible Staff: Victoria Baker, Senior Transit Analyst

SANBAG Acronym List

1 of 2

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CAC	Call Answering Center
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DMO	Data Management Office
DOT	Department of Transportation
E&H	Elderly and Handicapped
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency
ETC	Employee Transportation Coordinator
FEIS	Final Environmental Impact Statement
FWHA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICMA	International City/County Management Association
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MIS	Major Investment Study
MOU	Memorandum of Understanding

SANBAG Acronym List

2 of 2

MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTP	Metropolitan Transportation Plan
NAT	Needles Area Transit
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PPM	Planning, Programming and Monitoring Funds
PSR	Project Study Report
PTA	Public Transportation Account
PVEA	Petroleum Violation Escrow Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
ROD	Record of Decision
RTAC	Regional Transportation Agencies' Coalition
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SANBAG	San Bernardino Associated Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
SRTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TIA	Traffic Impact Analysis
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TOC	Traffic Operations Center
TOPRS	Transit Operator Performance Reporting System
TSM	Transportation Systems Management
USFWS	United States Fish and Wildlife Service
UZAs	Urbanized Areas
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

San Bernardino Associated Governments



MISSION STATEMENT

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

Approved June 2, 1993
Reaffirmed March 6, 1996